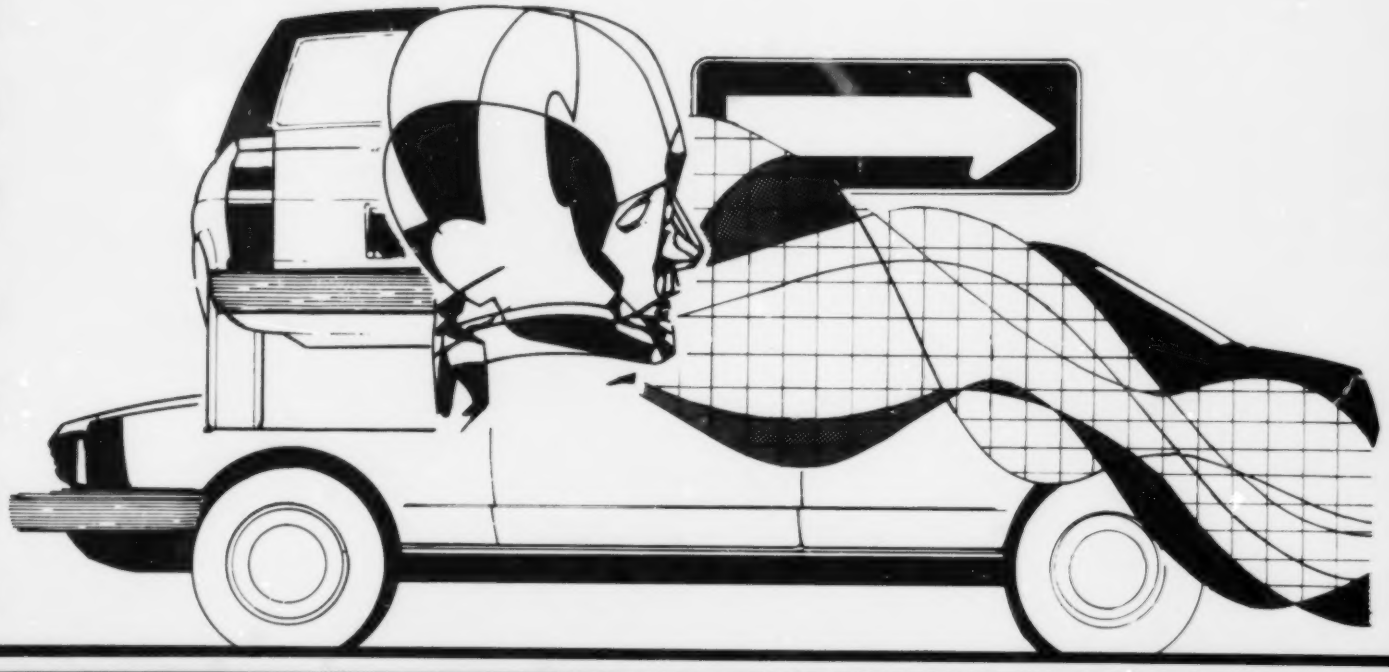
TP 11230 (E)

TRAFFIC COLLISION STATISTICS IN CANADA

1990



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17. Abstract

This report provides basic information on police reported records of all fatal and personal injury traffic collisions which occurred on public roads in Canada during 1990.

Twenty-six statistical tables were compiled which provide environmental, victim, vehicle and driver characteristics of these collisions.

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1990

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Introduction

The purpose of this report is to provide basic information on police reported records of fatal and personal injury motor vehicle traffic collisions which occurred on public roads in Canada.

The main section of the report contains brief descriptions and accompanying graphs of the principal environmental, victim, vehicle and driver characteristics of traffic crashes.

Appendix A then provides the twenty-six statistical tables on which the main section's summaries are based. It contains the available information for each province and territory, and national totals for each variable examined.

The collision statistics found in this publication were collected in cooperation with the Canadian Council of Motor Transport Administrators from the provincial/territorial agencies responsible for compiling such data. Each jurisdiction has its separate collision report form and reporting procedures, and maintains its own record system. While there is great similarity in the information submitted, it remains the case that there is not complete uniformity.

It will be noted that all statistical tables in Appendix A, with the exception of tables A1 and A13, lack information from at least one jurisdiction (some jurisdictions were only able to provide summary collision data). Therefore, national totals for the above-mentioned statistical tables were obtained by factoring the data from jurisdictions where the information was provided.

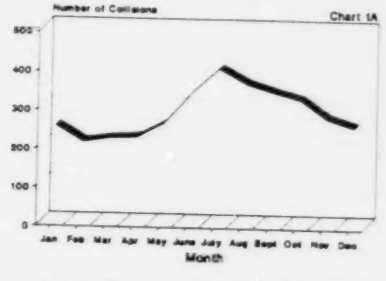
Fatal And Personal Injury Traffic Collisions By Month Of Occurrence

Chart 1A demonstrates that the largest monthly percentages of fatal traffic collisions occurred during the period from June to October, with the highest percentages of these collisions occurring during July (11.6%) and August (10.5%). This chart also demonstrates that a lower percentage distribution of fatal traffic crashes occurred during the period from November to May, with monthly percentages ranging from 6.0% in February to 8.0% in November.

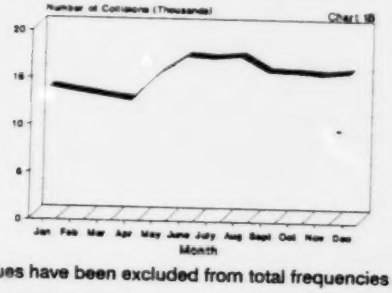
Chart 1B demonstrates that the incidence of traffic injury collision occurrence was very consistent during the period from May to August, with monthly crashes accounting for 9.4% to 9.5% of total injury crashes,and during the September to December period when 8.5% to 8.6% of total crashes resulting in injuries occurred. The period from January to April, when the fewest traffic collisions resulting in injuries occurred, saw monthly percentages of injury producing traffic crashes vary from 6.8% to 7.6%.

Chart 1A differs from Chart 1B in that the percentage distribution of traffic collisions resulting in fatalities was more concentrated during the summer months (almost twice as many fatal collisions occurred in July, the month when the largest percentage of these crashes took place, than during February, when the fewest fatal collisions occurred), whereas traffic collisions resulting in injuries were more evenly distributed throughout all months (fewer than one and one half times as many injury producing collisions occurred during May and August, the months when the largest percentage of injury crashes occurred, than during April when the fewest injury producing traffic collisions took place).

Fatal Collisions by Month of Occurrence



Injury Collisions by Month of Occurrence



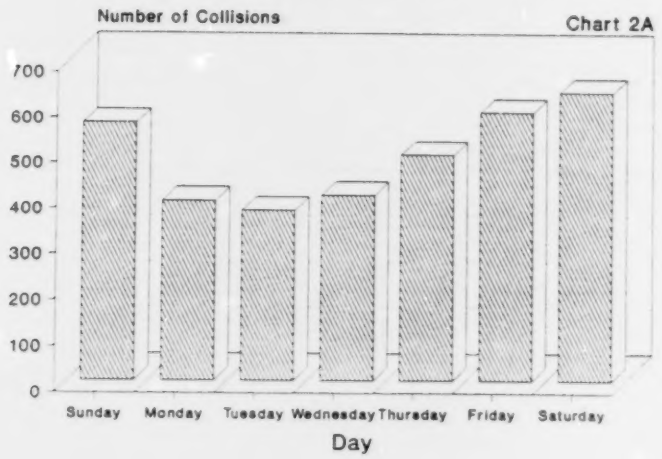
Data Interpretation Warning: 'Not Stated' values have been excluded from total frequencies prior to percentage calculations for variable values in the above and all subsequent graphs in this report.

Fatal And Personal Injury Traffic Collisions By Day Of Occurrence

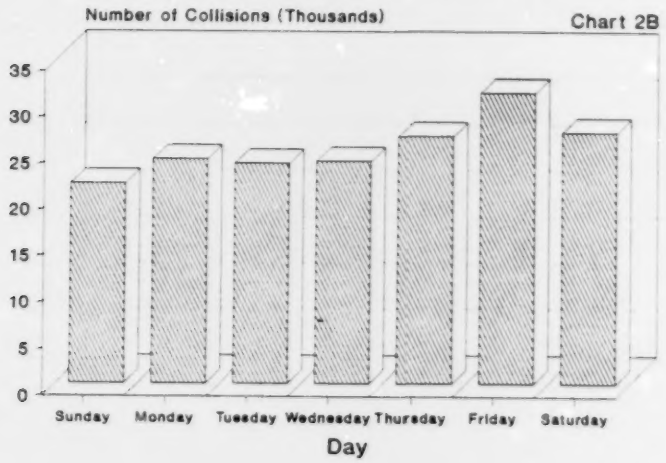
Chart 2A demonstrates that substantially more fatal crashes occurred on weekends (Friday through Sunday) than during the remaining days of the week. More traffic collisions which resulted in deaths occurred on Saturdays (18.4% of all fatal crashes) than during any other weekday. Fewer fatal traffic collisions took place on Tuesdays (10.7%) than any other day of the week.

Chart 2B shows that traffic crashes resulting in personal injuries took place more often during the period from Thursday to Saturday than during the remaining weekdays. More personal injury collisions occurred on Fridays (17.6% of all injury producing crashes) than any other weekday, while the fewest traffic collisions resulting in injuries occurred on Sundays(12.0%).

Fatal Collisions by Day of Occurrence



Injury Collisions by Day of Occurrence



See footnote on page 1.

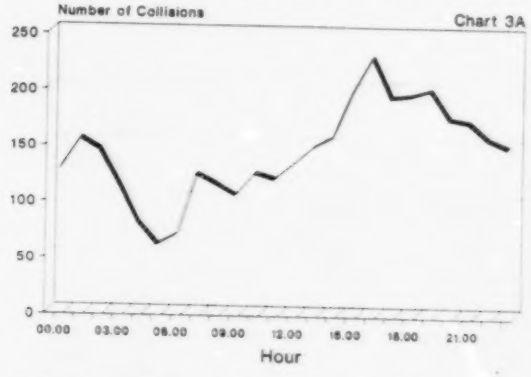
Fatal and Personal Injury Traffic Collisions By Hour Of Occurrence

Chart 3A shows that traffic collisions resulting in fatalities occurred most often during the period from three p.m. to eight p.m. (26.6%), and to a lesser extent during the evening after eight p.m. until midnight (18.9%). The fewest fatal crashes took place between four a.m. and six a.m. (6.0%).

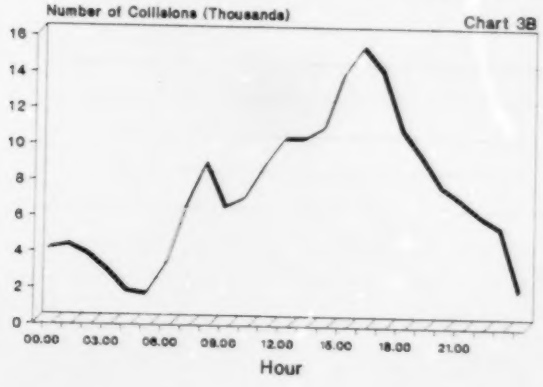
Chart 3B demonstrates that almost half (47.9%) of all traffic collisions resulting in injuries took place between noon and seven p.m., with the peak period occurring during the afternoon rush-hours from three p.m. to six p.m. (24.3%). This chart also shows that the fewest injury producing crashes took place during the seven hour period from midnight to seven a.m. (11.7%).

Charts 3A and 3B were identical in that more fatal and injury producing crashes occurred between four and five p.m. (6.7% and 8.6% respectively) than during any other hour of the day, while fewer fatal and personal injury collisions took place between five a.m. and six a.m. (1.7% and 0.8% respectively) than during any other hour of the day.

Fatal Collisions By Hour of Occurrence



Injury Collisions By Hour of Occurrence



See footnote on page 1.

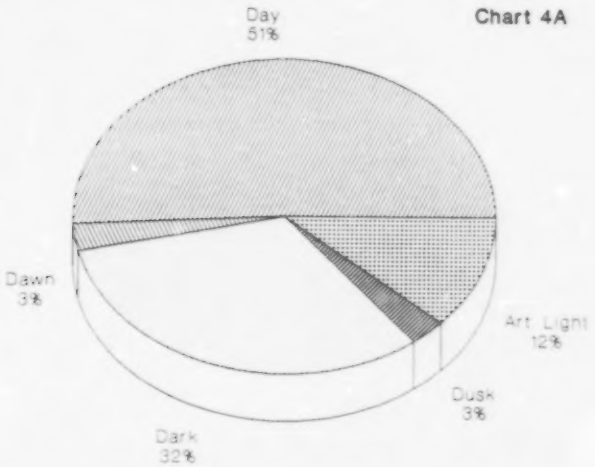
Fatal And Personal Injury Traffic Collisions By Light Condition

Chart 4A demonstates that more than half of all traffic crashes which resulted in fatalities occurred in daylight conditions (50.9%), while the combination of dark and artificial light conditions accounted for 43.5% of fatal collisions. This chart also shows that very few fatal crashes took place at dawn or dusk (5.6%)

Chart 4B illustrates that almost two thirds (66.1%) of all injury producing collisions took place in daylight conditions, while fewer than thirty percent (28.9%) occurred in conditions described as dark or artificial road lighting. The remaining five percent of injury collisions occurred during the dawn/dusk period.

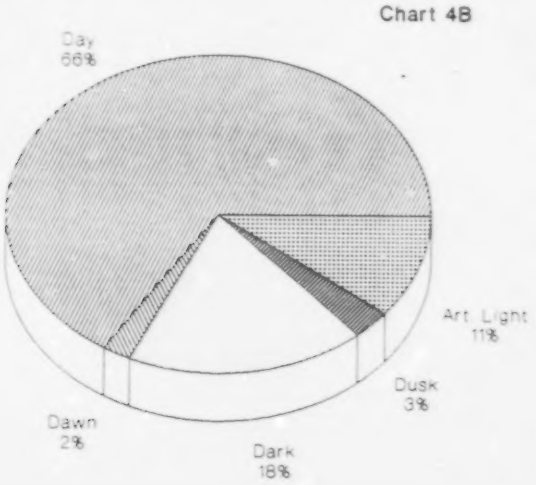
Fatal Collisions By Light Condition

Chart 4A



Injury Collisions By Light Condition

Chart 4B

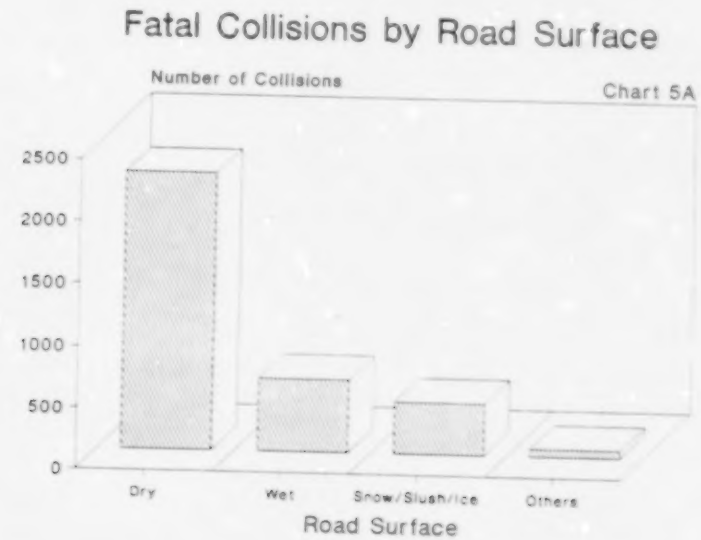


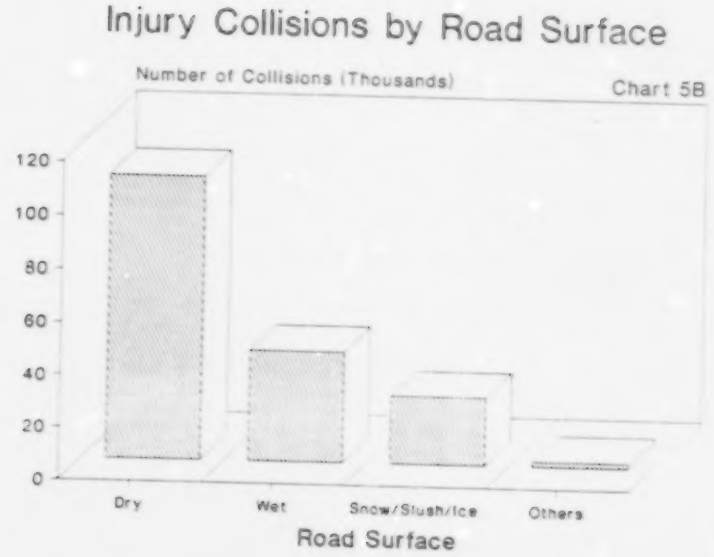
See footnote on page 1.

Fatal And Personal Injury Traffic Collisions By Road Surface

Chart 5A indicates that fatal traffic collisions occurred more than four and one half times as frequently on dry roads (68.4%) than on roads covered with snow, slush or ice (12.3%), and almost three times more often than on wet roads (17.4%).

Chart 5B demonstrates that traffic crashes resulting in injuries took place more than three times as frequently on dry roads (60.6%) than on snow, slush or ice covered roads(14.5%), and one and one half times more often than on wet roads (23.8%).



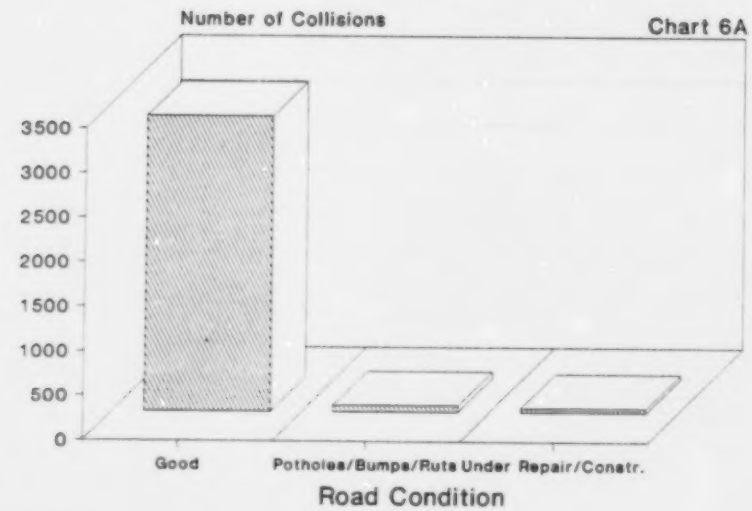


See footnote on page 1.

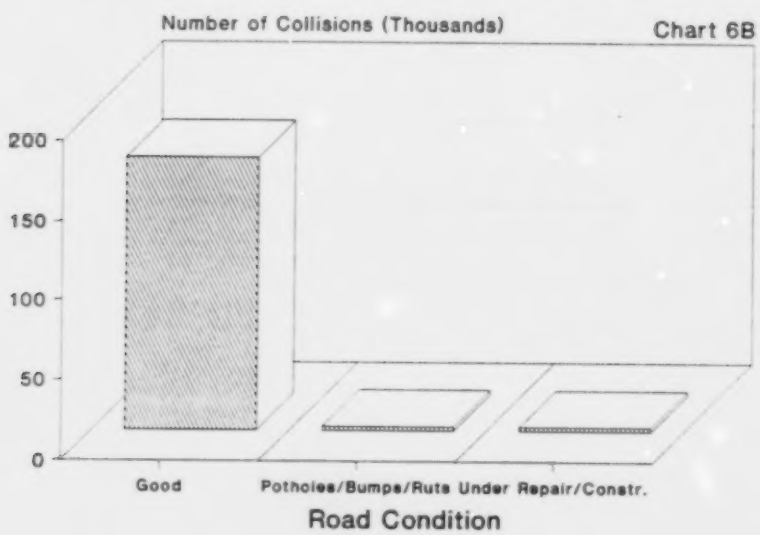
Fatal And Personal Injury Traffic Collisions By Road Condition

Charts 6A and 6B demonstrate that almost all fatal and personal injury traffic collisions occurred on roads that were described as 'good' (96.8% and 97.4% respectively). Only 2% of fatal crashes and 1.3% of personal injury crashes took place on roads that had 'potholes, bumps or ruts', while slightly more than 1% of fatal and personal injury collisions took place on roads that were 'under construction or repair'.

Fatal Collisions by Road Condition



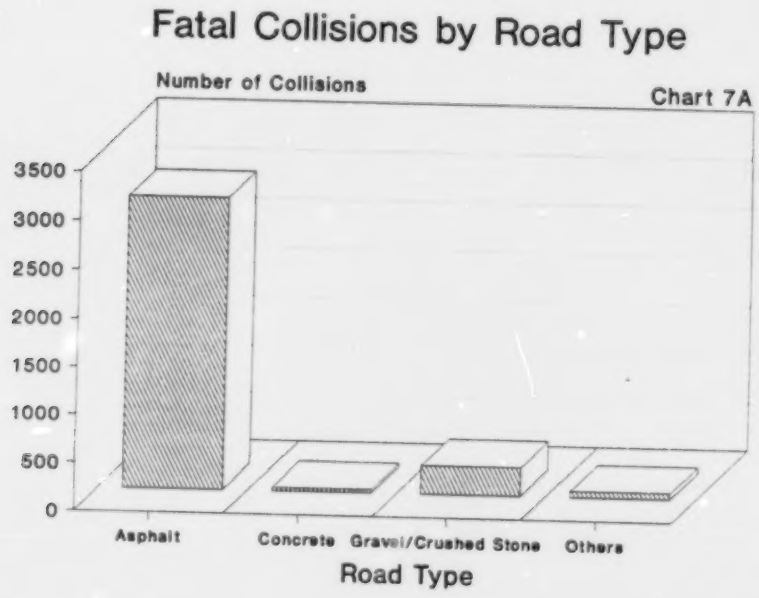
Injury Collisions by Road Condition

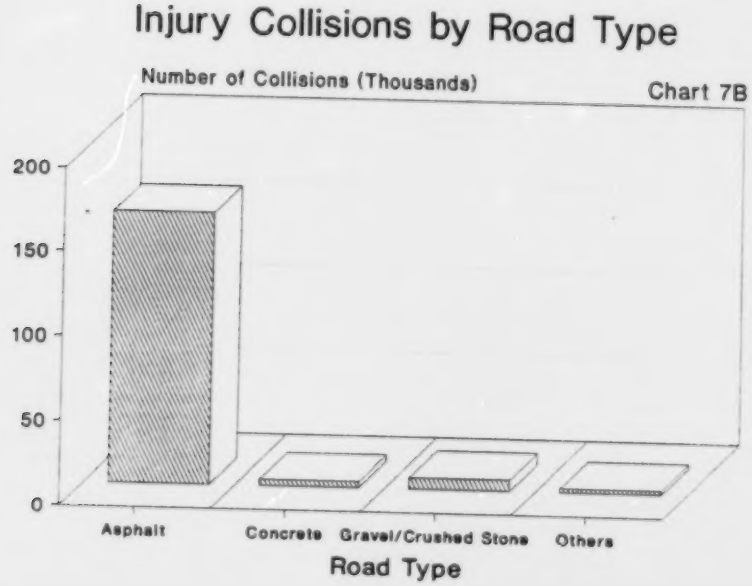


See footnote on page 1.

Fatal And Personal Injury Traffic Collisions By Road Type

Charts 7A and 7B demonstrate that approximately ninety percent of fatal and personal injury crashes (88.4% and 92.5% respectively) occurred on 'asphalt' roads, while the majority of the remainder of casualty producing collisions took place on roads that were described as 'gravel/crushed stone' (8.4% of fatal and 3.9% of personal injury collisions).





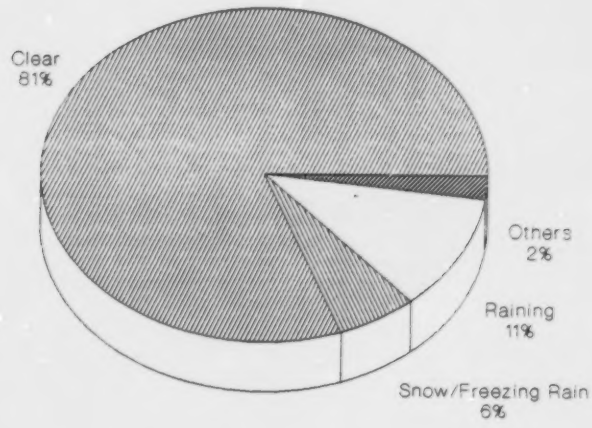
See footnote on page 1.

Fatal And Personal Injury Traffic Collisions By Weather Condition

Charts 8A and 8B show that the majority of fatal and personal injury collisions occurred in 'clear (sunny or cloudy)' weather conditions (80.7% and 76.6% respectivley). These charts also demonstrate that traffic crashes that resulted in fatalities or injuries took place approximately twice as frequently in 'rainy' conditions (11.2% and 15.1% respectively) than in conditions described as 'snow/freezing rain/sleet/hail' (5.8% and 7.1% respectively).

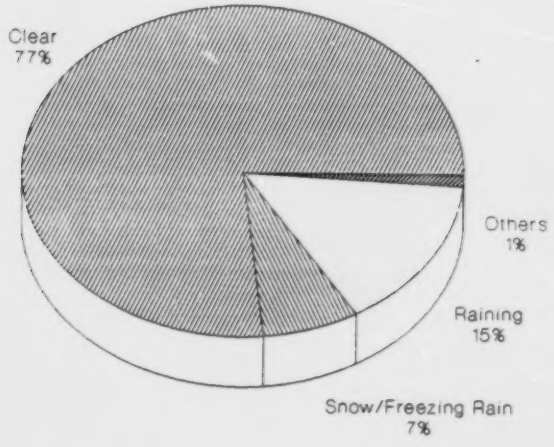
Fatal Collisions by Weather Condition

Chart 8A



Injury Collisions by Weather Condition

Chart 8B



See footnote on page 1.

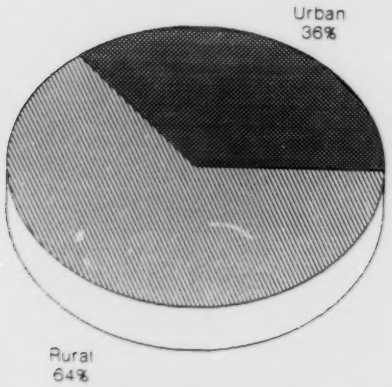
Fatal And Personal Injury Traffic Collisions By Place Of Occurrence

Chart 9A demonstrates that traffic collisions resulting in fatalities occurred most often in rural areas (64.1%), whereas chart 9B shows that the vast majority of personal injury crashes took place in urban areas (70.0%).

The striking difference between the observations in these two charts is partly a reflection of the difference in posted speed limits (80 to 100 km/hr in rural areas versus 25 to 60 km/hr in urban areas) and of exposure. Collisions which take place at higher speeds are usually more severe in nature, which partially explains why the majority of fatal crashes occurred on rural roads. Also, since the majority of vehicle travel occurred on urban roads (approximately 60%), it is not surprising that the majority of personal injury collisions took place in these areas.

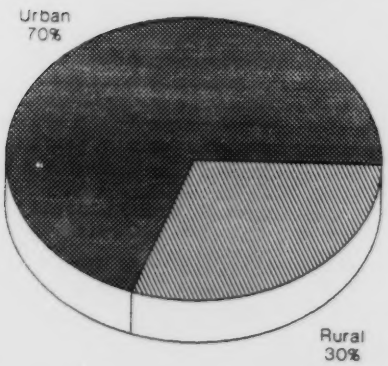
Fatal Collisions
By Place of Occurrence

Chart 9A



Injury Collisions
By Place of Occurrence

Chart 9B



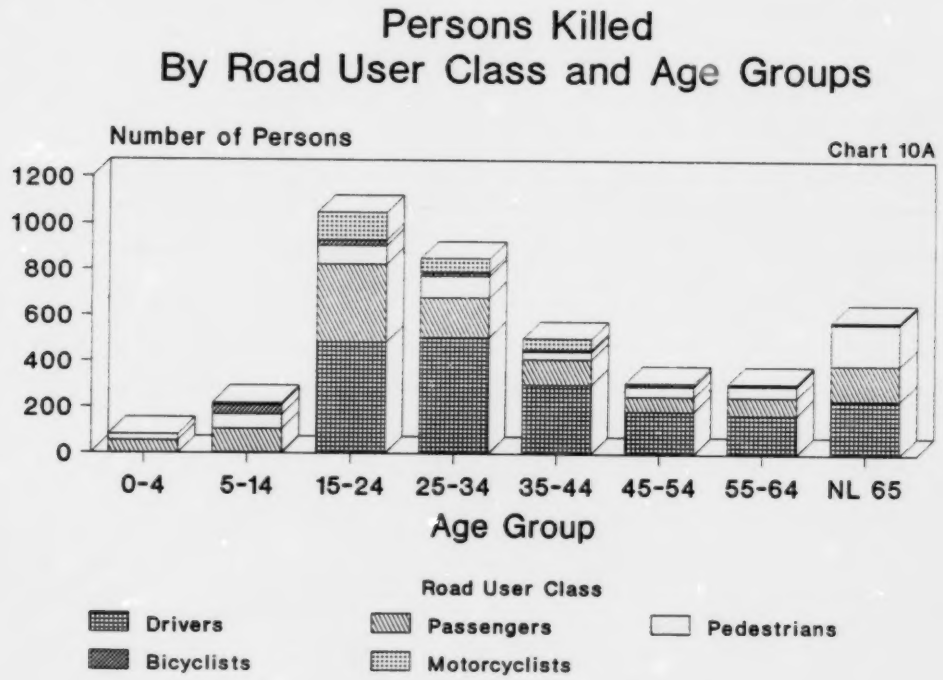
See footnote on page 1.

Persons Killed In Traffic Collisions By Road User Class and Age Groups

Chart 10A demonstrates that three out of every four road users killed in traffic collisions in 1990 were motor vehicle occupants (75.7%). Pedestrians accounted for the next largest group of road users killed in traffic crashes (14.9%), followed by motorcyclists (6.6%) and bicylists (2.7%).

The chart shows that road users between the ages of fifteen and twenty four were killed most often (26.9%), followed by fatally injured persons in the 25 - 34 year old age category (22.1%) and those aged 65 years or older (14.8%).

Motor vehicle drivers, followed by motor vehicle passengers were the most frequently killed classes of road users among persons aged 15 to 64 years old. The two most frequently killed classes of road users among victims aged fourteen years or less were passengers followed by bicyclists. Among persons aged 65 years or older who were killed in traffic collisions, motor vehicle drivers again sustained fatal injuries more often than any other road user category, while pedestrians displaced motor vehicle passengers as the next most frequently fatally injured group of road users.



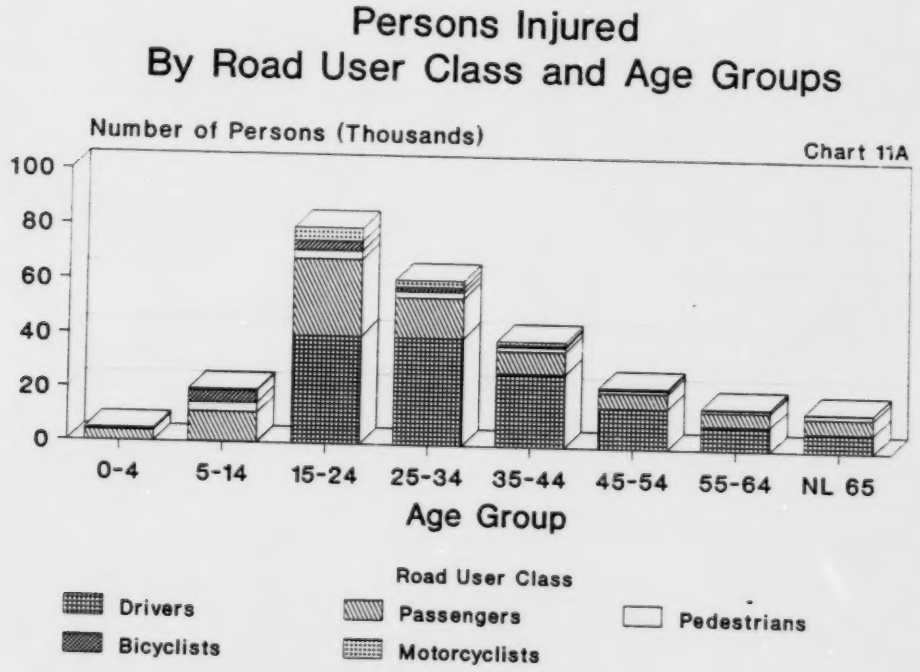
See footnote on page 1.

Persons Injured In Traffic Collisions By Road User Class and Age Groups

Chart 11A shows that more than eighty-five percent (86.1%) of all road users injured in traffic crashes were occupants of motor vehicles, with pedestrians (6.1%), bicyclists (4.1%) and motorcyclists (3.5%) comprising the remainder of persons injured in traffic collisions.

Road users in the 15 - 24 year old age category were injured in crashes more often than any other age group of injured persons (31.1%). Persons in the 25 - 34 and 35 - 44 year age groups were the next most frequently injured groups of road users (23.8% and 15.3% respectively).

This chart demonstrates that for all age categories of road users 15 years or older, motor vehicle drivers were most often injured, followed by passengers. Among persons who were 14 years of age or younger, motor vehicle passengers were the most frequently injured road users. This chart also demonstrates that more motorcyclists in the age category 15 - 24 years were injured in collisions than in any other, and that more pedestrians and bicyclists between the ages of five and fourteen years were injured in crashes than in any other age category. This chart also shows that almost as many pedestrians and bicyclists were injured among road users in the 15 - 24 year old age group as in the 5 - 14 year age category.



See footnote on page 1.

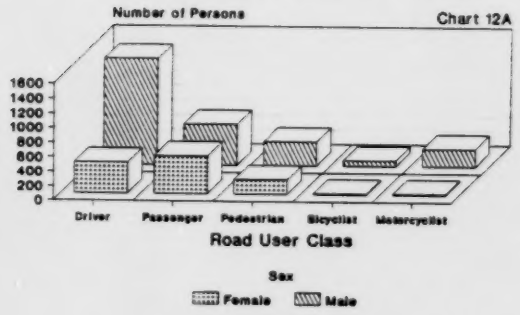
Persons Killed or Injured In Traffic Collisions By Road User Class and Sex

Chart 12A demonstrates that more than twice as many males were killed in traffic collisions than females (69.6% versus 30.4%). This disparity was evident across all classes of road users with the largest difference occurring among motorcyclists fatally injured in traffic crashes, where more than twelve and one half times as many males were killed than females. Conversely, the smallest disparity occurred among fatally injured motor vehicle passengers where an almost identical distribution of males and females died in traffic crashes.

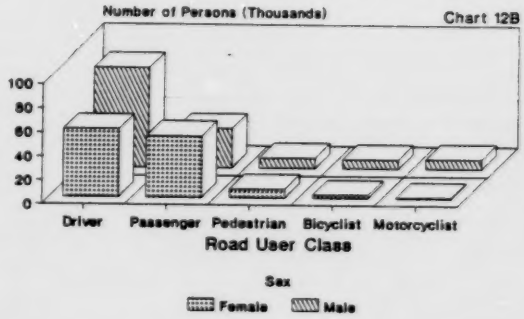
This chart also shows that more than half of all fatally injured males were motor vehicle drivers (52.6%), while among females, motor vehicle passengers represented the most often killed road users (43.5%).

Chart 12B differs from chart 12A in that the disparity in injuries according to sex were much smaller (54.1% males versus 45.9% females) than was the case for fatally injured road users. Also, unlike chart 12A where more males than females were killed in all road user categories, chart 12B demonstrates that more than sixty percent (60.8%) of motor vehicle passengers injured in collisions were females. The number of males injured outnumbered the number of females injured in all other road user categories, however the differences were much smaller than those found among fatally injured road users. For example, almost three and one half times more male motor vehicle drivers were killed than females, whereas only one and one half times more male drivers were injured in collisions than females.

Persons Killed
By Road User Class and Sex



Persons Injured
By Road User Class and Sex



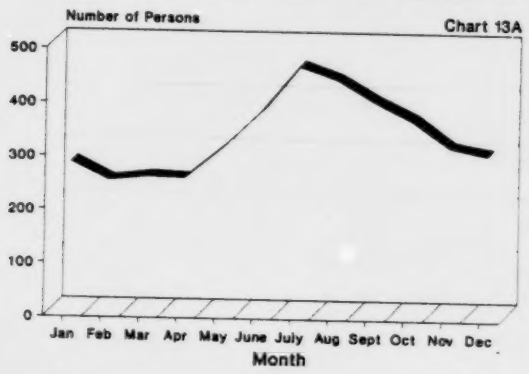
See footnote on page1.

Persons Killed or Injured In Traffic Collisions By Month of Occurrence

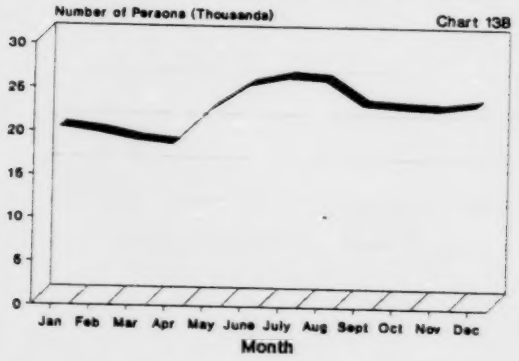
Chart 13A demonstrates that the peak period for persons dying in traffic collisions was during the five months from June to October when more than half (51.0%) of all road user fatalities occurred, with most fatalities occurring during July and August.(11.6% and 11.0% respectivley). This chart also shows that almost twice as many traffic deaths occurred during the months of July and August when the largest number of traffic deaths occurred than during the months of February to March when the fewest fatalities occurred.

Chart 13B shows that the number of persons injured in traffic collisions peaked during the months of June, July and August (9.4%, 9.8% and 9.7% respectively), then fell slightly during the months of September through December (averaging 8.5% of total injuries each month), and then fell again during the period from January to April. The major difference between charts 13A and 13B was that the distribution of persons killed according to month was more extreme than was the case for injured persons. Road users were injured slightly less than one and one half times more often during July, when the largest number of persons were injured than during April when the fewest road users were injured.

Persons Killed by Month of Occurrence



Persons Injured by Month of Occurrence



See footnote on page 1.

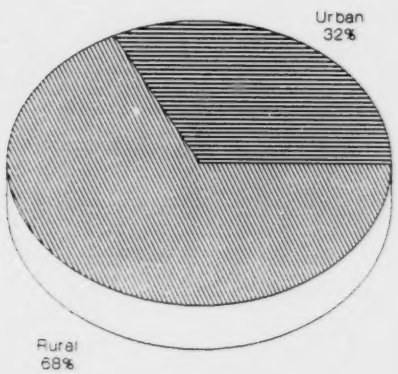
Persons Killed or Injured In Traffic Collisions By Place of Occurrence

Chart 14A shows that more than twice as many road users were killed in traffic collisions that occurred on rural roads(67.6%), where posted speed limits are 80 km/hr or higher, than in crashes that took place in urban areas (32.4%), where posted speed limits are 60 km/hr or less.

Chart 14B demonstrates completely opposite findings - persons injured in crashes that took place in urban areas outnumbered those injured in collisions that occurred in rural areas by a two to one margin. The much higher incidence of road users being fatally injured in collisions that occurred in rural areas was probably the result of crashes occurring at higher speeds, whereas the majority of road user injuries occurring in urban areas was probably the result of collisions taking place at lower speeds and increased exposure - the majority of motor vehicle travel occurs in urban areas.

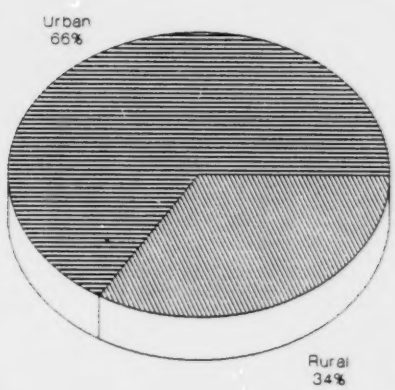
Persons Killed By Place of Occurrence

Chart 14A



Persons Injured By Place of Occurrence

Chart 14B



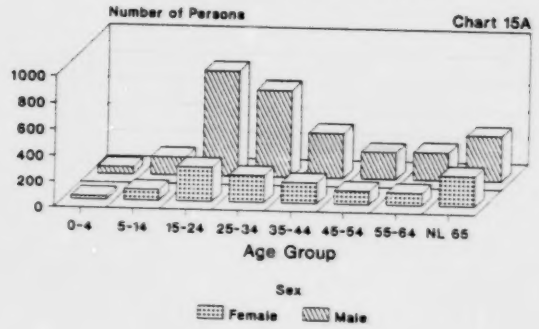
See footnote on page 1.

Persons Killed or Injured In Traffic Collisions By Age Groups and Sex

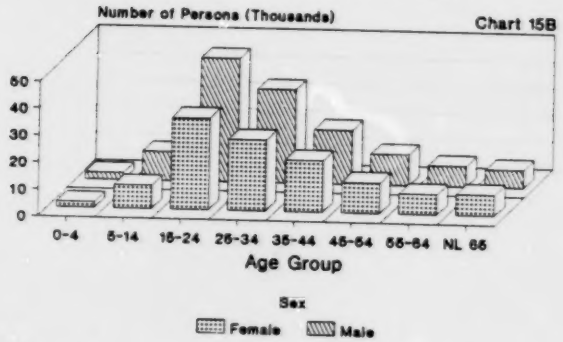
Chart 15A demonstrates that more males were killed than females among all age categories of road users. The differences were most pronounced among 15 - 24 and 25 - 34 year old road users where male fatalities outnumbered female fatalities by approximately three to one. With the exception of road users aged 65 years or older, where males were killed in traffic collisions one and one half times more frequently than females, males among all remaining age groups of road users were killed approximately twice as often as females.

Chart 15B is similar to chart 15A in that among road users aged 44 years or younger, more males were injured in traffic collisions than females, and males aged 15 - 24 and 25 - 34 years of age were also the most often injured age groups of road users. However, the margin of difference was much smaller than was the case for fatally injured victims (males in these age categories were injured from 1.1 to 1.3 times more frequently than females). The two charts differed in that among injured persons aged 45 years or older, the distribution of females injured was slightly larger than that of males.

Persons Killed
By Age Groups and Sex



Persons Injured
By Age Groups and Sex



See footnote on page 1.

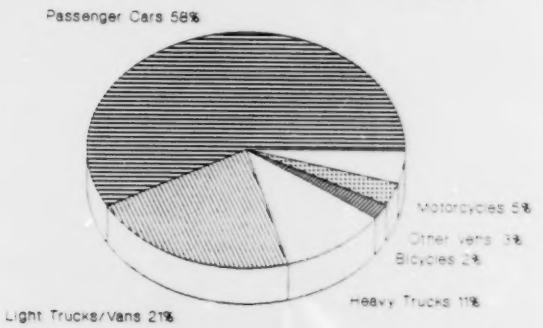
Vehicles Involved In Fatal and Personal Injury Traffic Collisions By Vehice Type

Charts 16A and 16B demonstrate that passenger cars and light trucks/vans were involved in most fatal (79.4%) and personal injury traffic collisions (89.6%).

Despite these similarities, these charts are substantially different. A much larger percentage of passenger cars were involved personal injury collisions (72.7%) than in fatal crashes(58.3%). Conversely, somewhat more light trucks/vans were involved in fatal collisions (21.1%) than in those resulting in injuries (16.9%). And heavy trucks (GVWR > = 4536 kg) were involved in fatal crashes almost three times more often than in injury producing collisions (10.8% versus 2.8%). Also, although motorcycles and bicycles collectively accounted for 6.8% and 5.5% of vehicles involved in fatal and personal injury crashes respectively, their distributions were completely opposite. On a proportional basis, motorcycles were involved in fatal crashes almost twice as frequently as in injury producing collisions (4.8% versus 2.5%), while bicycles accounted for 2% of vehicles involved in fatal crashes and 3.5% of those involved in injury producing collisions.

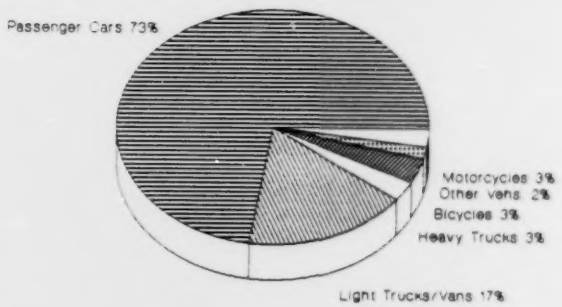
Vehicles Involved in Fatal Collisions
By Vehicle Type

Chart 16A



Vehicles Involved in Injury Collisions
By Vehicle Type

Chart 16B



See footnote on page 1.

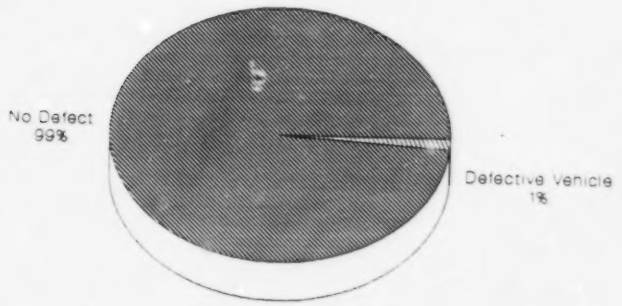
Vehicles Involved In Fatal and Personal Injury Traffic Collisions By Vehice Condition

Charts 17A and 17B demonstrate that defects are rarely reported among vehicles involved in fatal and personal injury collisions. Almost ninety-nine percent (98.6%) of vehicles involved in collisions resulting in fatalities and 99% of vehicles involved injury producing crashes had 'no apparent defect' at the time of collision involvement.

Of the few vehicles involved in casualty collisions that were observed to be defective, the most frequently reported problems were 'defective brakes', 'tires' and 'lights' among vehicles involved in fatal crashes, and 'defective brakes'. 'tires', 'steering', and 'lighting' among vehicles involved in personal injury collisions.

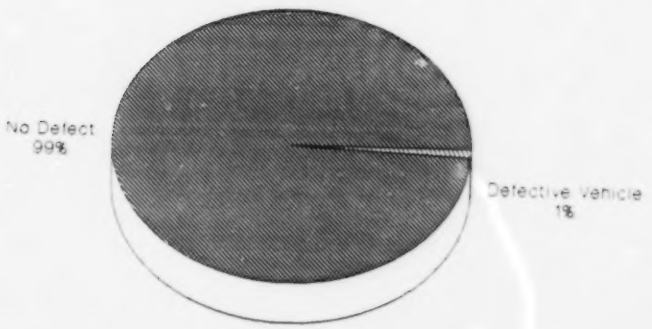
Vehicles Involved in Fatal Collisions
By Vehicle Condition

Chart 17A



Vehicles Involved in Injury Collisions
By Vehicle Condition

Chart 17B



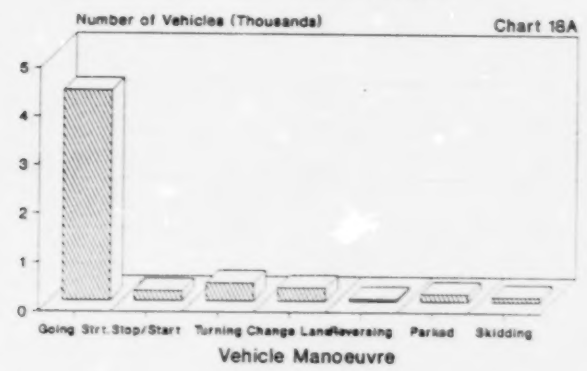
See footnote on page 1.

Vehicles Involved In Fatal and Personal Injury Traffic Collisions By Vehicle Manoeuvre

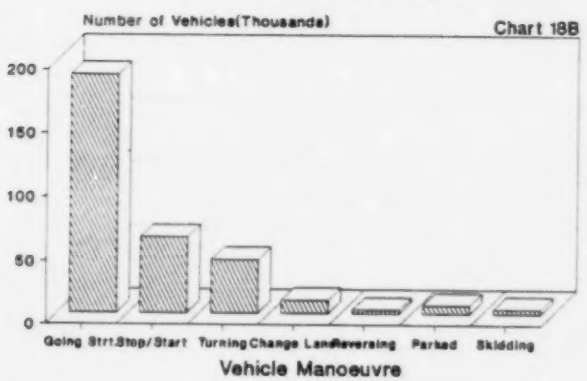
Charts 18A demonstrates that almost eighty percent of fatal crashes (79.8%) occurred when the vehicles involved were going 'straight ahead'. 'Turning' (6.6%) and 'changing lanes/overtaking' (4.8%) were the two next most frequently reported manoeuvres of vehicles prior to fatal collision involvement. Slightly less than nine percent (8.8%) of vehicles involved in fatal crashes were either 'stopping/starting', 'parked', 'skidding' or'reversing' at the time of collision involvement.

Chart 18B differs substantially from chart 18A in that while it also shows that the majority of vehicles involved in personal injury crashes were going 'straight ahead' at the time of collision occurrence, the proportional distribution of vehicles executing this manoeuvre were much smaller (59.9%) in chart 18B. Also, unlike chart 18A, chart 18B indicates that substantial percentages of vehicles were 'stopping/starting' (19%) or 'turning' (13.5%) when traffic collisions collisions resulting in injuries took place.

Vehicles Involved In Fatal Collisions
By Vehicle Manoeuvre



Vehicles Involved In Injury Collisions
By Vehicle Manoeuvre



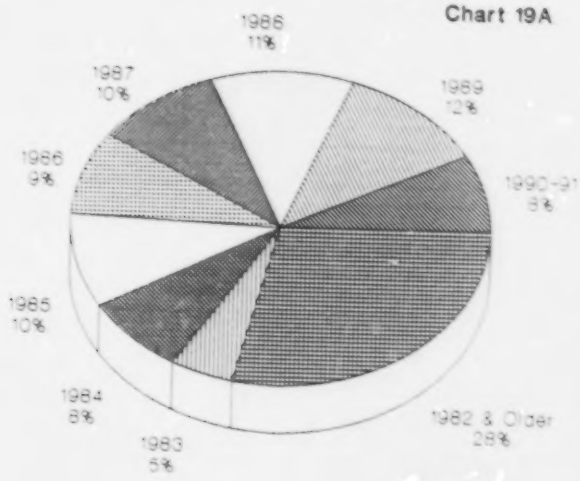
See footnote on page 1.

Vehicles Involved In Fatal and Personal Injury Traffic Collisions By Vehice Year

Charts 19A and 19B demonstrate very similar distributions of vehicles involved in fatal and personal injury collisions according to model year. In chart 19A, the distribution of vehicles involved in fatal crashes varied from 8.0% in 1984 and 1990-91 to 11.6% in 1989, while in chart 19B the distribution of vehicles involved in personal injury collisions ranged from 7.2% in 1990-91 to 10.9% in 1988. Both of these charts also show that almost 30% of all vehicles involved in casualty producing collisions were at least nine years old (1982 or older).

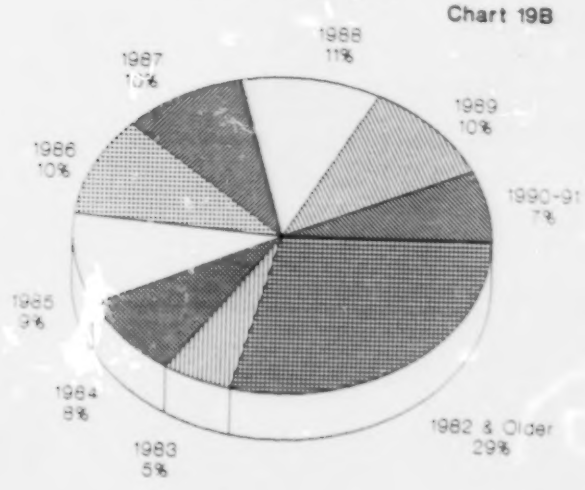
Vehicles Involved in Fatal Collisions
By Vehicle Year

Chart 19A



Vehicles Involved in Injury Collisions
By Vehicle Year

Chart 19B



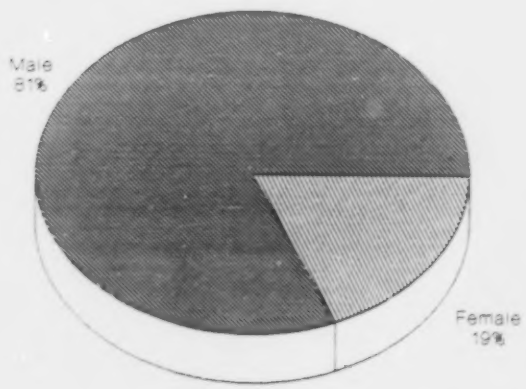
See footnote on page 1.

Drivers Involved In Fatal And Personal Injury Traffic Collisions By Driver Sex

Chart 20A shows that male drivers were involved in fatal traffic collisions more than four times as frequently as female drivers, while chart 20B shows that male drivers were involved in more than twice as many injury producing collisions than female drvivers. These substantial differences between male and female traffic crash involvement frequencies were no doubt due in part to the larger number of male drivers who are licenced to drive as well as the increased exposure rate for male drivers (annual kilometres driven).

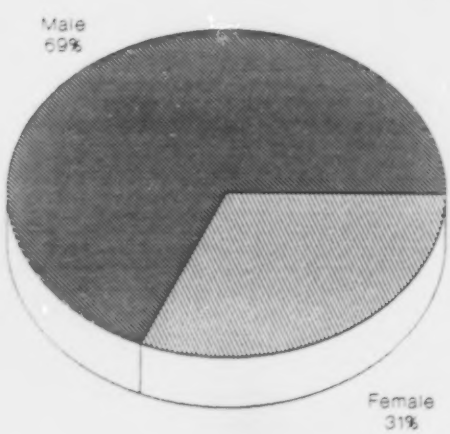
Drivers Involved in Fatal Collisions By Driver Sex

Chart 20A



Drivers Involved in Injury Collisions By Driver Sex

Chart 20B



See footnote on page 1.

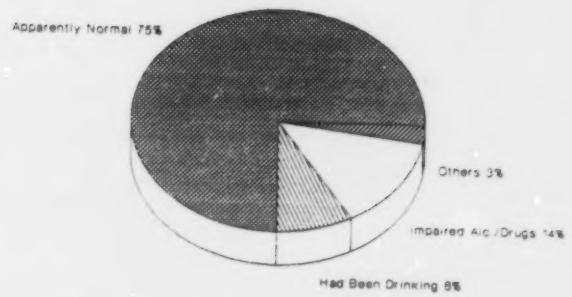
Drivers Involved In Fatal And Personal Injury Traffic Collisions By Driver Condition

Chart 21A demonstrates that three out of every four motor vehicle drivers involved in fatal traffic collisions during 1990 were 'apparently normal' at the time of collision involvement. Of the remaining drivers involved in fatal crashes, 13.7% were reported to have their 'ability to drive impaired by alcohol or drugs' and 8.5% reportedly 'had been drinking '. Fewer than 3% of drivers involved in fatal traffic collisions were reported to be 'fatigued' or had 'medical or physical disabilities' that may have contributed to collision involvement.

Chart 21B shows that more than ninety percent (92.5%) of motor vehicle drivers involved in injury producing crashes were 'apparently normal' at the time of collision involvement. Of the remaining drivers involved in traffic collisions which resulted in injuries, 3.5% 'had been drinking' and 2.9% were 'alcohol or drug impaired'. It should be noted that the substantial difference between the percentage of drivers who were reported as 'apparently normal' prior to collision involvement in chart 21A and 21B may in part have resulted from less stringent reporting techniques for drivers involved in the less serious crashes.

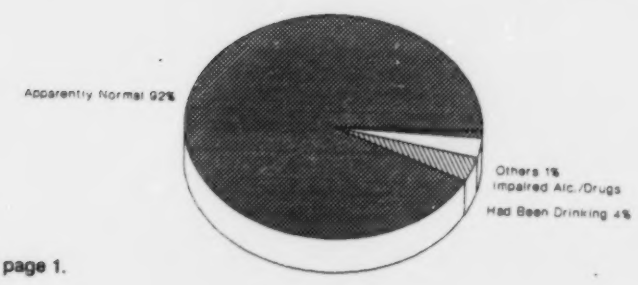
Drivers Involved in Fatal Collisions
By Driver Condition

Chart 21A



Drivers Involved in Injury Collisions
By Driver Condition

Chart 21B



See footnote on page 1.

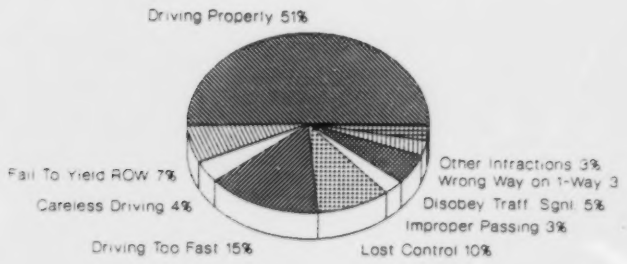
Drivers Involved In Fatal And Personal Injury Traffic Collisions By Driver Action

Chart 22A demonstrates that approximately half (50.5%) of drivers involved in fatal traffic crashes were 'driving properly' when the collisions took place. The most common driving infractions committed by motorists involved in fatal collisions were 'driving too fast for conditions/exceeding speed limit' (15.3%), 'lost control/drove off road' (9.9%), 'failing to yield right-of-way' (6.6%) and 'disobeying stop sign/traffic signal' (5.4%).

Chart 22B shows that slightly more than half (55.2%) of motor vehicle operators involved in injury producing crashes were 'driving properly' at the time of collision involvement. The most frequently reported infractions committed by motor vehicle drivers involved in injury collisions were 'failing to yield right-of-way' (8.6%), followed closely by 'driving too fast for conditions/exceeding speed limit' (8.2%), 'following too closely' (7.1%) and 'lost control/drove off road' (6.2%).

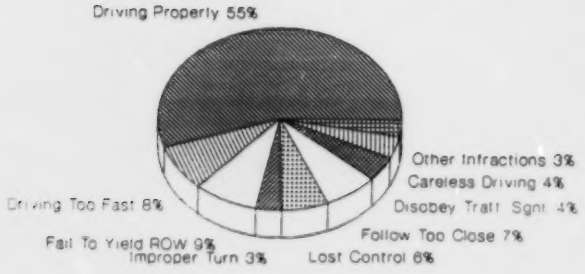
Drivers Involved in Fatal Collisions By Driver Action

Chart 22A



Drivers Involved in Injury Collisions By Driver Action

Chart 22B



See footnote on page 1.

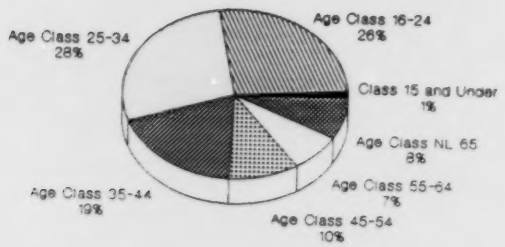
Drivers Involved In Fatal And Personal Injury Traffic Collisions By Driver Age Groups

Charts 23A and 23B demonstrate that the distribution of drivers involved in fatal and injury producing collisions according to age groups were remarkably similar. Both charts show that drivers in the 25 - 34 year old age category were involved in a larger percentage of casualty producing collisions than any other age group of drivers. Also, in both charts drivers aged between 16 and 24 years were the next most often involved group in fatal and personal injury traffic crashes.

Collectively, these two age groups of drivers accounted for more than half of all motorists involved in casualty crashes (54.2% of drivers in fatal collisions and 56% of drivers in personal injury collisions). The only exception to the similarity in drivers involved in casualty collisions was found among motorists aged 65 years or older where a slightly higher percentage of these drivers were involved in fatal crashes (8.1%) than was the case for those involved in personal injury collisions (5.4%).

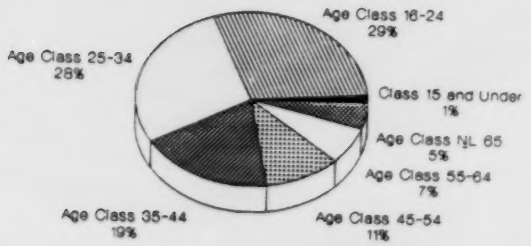
Drivers Involved in Fatal Collisions
By Driver Age Group

Chart 23A



Drivers Involved in Injury Collisions
By Driver Age Group

Chart 23B

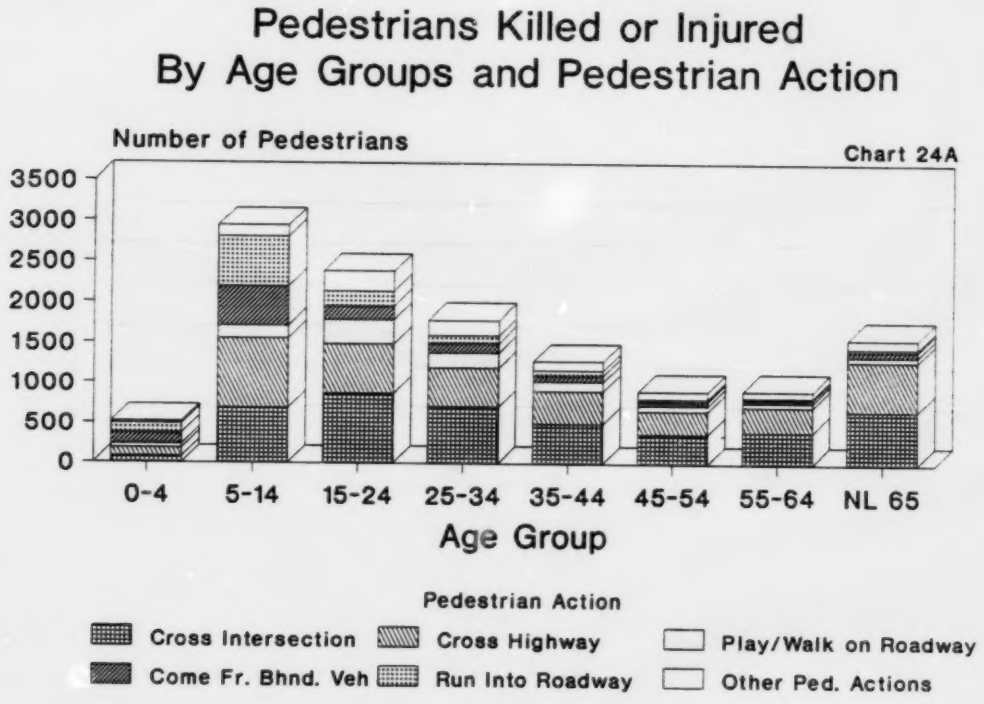


See footnote on page 1.

Pedestrians Killed or Injured In Traffic Collisions By Age Groups And Pedestrian Action

Chart 24A shows that the group of pedestrians most often killed or injured in traffic collisions were those in the 5 - 14 year age category (22.5%), followed closely by those in the 15 - 24 and 25 - 34 year old age groups (20.3% and 15.7% respectively).

Among 0 - 4 year old casualties. the most common pedestrian action prior to being struck by a vehicle was 'coming from behind a parked/moving vehicle' (27.9%), followed closely by 'running into roadway' (22.3%). Among 5 - 14 year old victims, the most frequent occurring pedestrian action prior to being killed or injured was 'crossing the intersection/highway with no traffic control' (29.6%) followed by 'crossing the intersection with/without the right of way' (29.6%) and 'running into roadway' (20.8%). For all other age groups of pedestrians killed or injured in traffic collisions, the most often reported pedestrian actions were 'crossing the intersection with/without the right of way' and 'crossing the intersection/highway, no traffic control'.



See footnote on page 1.

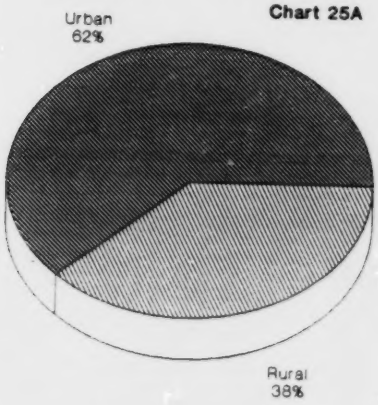
Pedestrians Killed or Injured In Traffic Collsions By Place Of Occurrence

Chart 25A shows that pedestrian fatalities occurred slightly more than one and one half times more often in urban areas than in rural areas, while chart 25B demonstrates that pedestrians were injured more twelve times more frequently in urban areas than in rural areas.

The dissimilarity in the distribution of casualties in these two charts is striking. Considering that the vast majority of pedestrian activity takes place in urban areas, one would also expect similar distributions of pedestrians being killed and injured in these areas. However, the results in these charts indicate that this was not the case. A substantially larger percentage of pedestrians were killed in rural areas than were injured in rural areas. These results clearly suggest that the likelyhood of pedestrians being killed while walking along/across a roadway was substantially higher in rural areas than in urban areas.

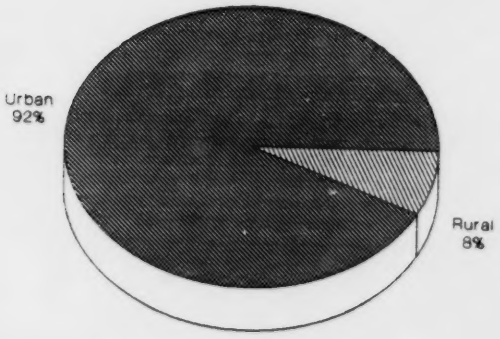
Pedestrians Killed
By Place of Occurrence

Chart 25A



Pedestrians Injured
By Place of Occurrence

Chart 25B



See footnote on page 1.

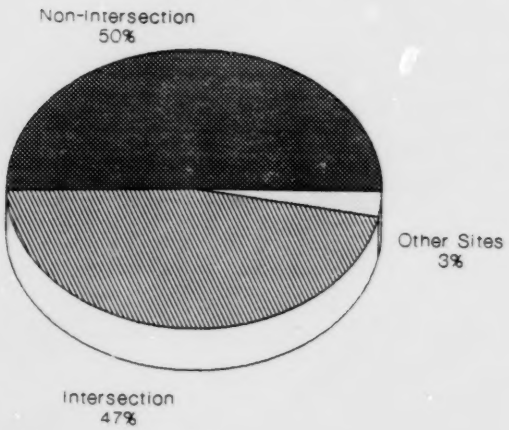
Pedestrians Killed or Injured In Traffic Collisions By Collision Site

Chart 26A demonstrates that half (50.4%) of pedestrian fatalities occurred when these road users were struck by vehicles at 'non-intersection (mid-block)' locations, while 46.6% died after being struck at 'intersections'. Only 3% of pedestrians were killed at 'bridge/overpass/viaduct/tunnel/underpass' locations.

Chart 26B shows that more than two thirds (67.9%)of all pedestrians injured were struck by vehicles at 'intersection' locations, while 31.1% of those injured were struck at 'non-intersection (mid-block)' locations.

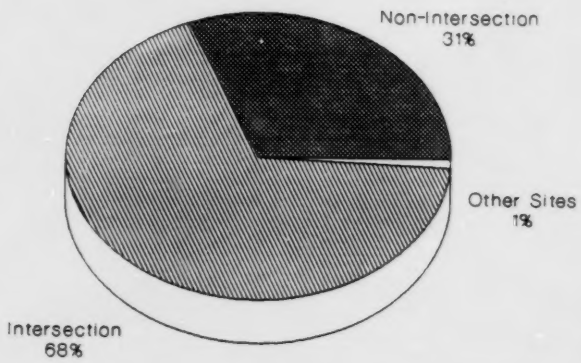
Pedestrians Killed by Collision Site

Chart 26A



Pedestrians Injured by Collision Site

Chart 26B



See footnote on page 1.

APPENDIX A

Table A1

Fatal and Personal Injury Traffic Collisions by Month of Occurrence – 1990

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	N.S.	Total
Canada														
Fatal	249	208	217	221	258	338	399	362	341	322	274	253	0	3442
Injury	13553	13057	12582	12204	15042	16966	16750	17019	15382	15346	15120	15400	2	178423
Nfld.														
Fatal	7	6	4	3	1	7	7	6	4	6	3	7	0	61
Injury	188	191	154	136	163	182	209	211	208	207	194	200	0	2243
P.E.I.														
Fatal	2	1	2	2	1	1	3	2	4	2	5	2	0	27
Injury	32	46	35	33	52	59	69	75	63	46	64	58	0	632
N.S.														
Fatal	10	5	3	7	7	9	20	9	12	18	8	11	0	119
Injury	309	265	297	248	281	371	405	385	371	369	386	381	0	4068
N.B.														
Fatal	17	5	5	6	5	9	18	17	11	13	15	12	0	133
Injury	318	342	316	312	388	430	487	470	432	393	427	475	0	4790
Que.														
Fatal	55	46	71	61	77	128	121	90	90	80	66	78	0	963
Injury	2246	2352	2343	2506	3487	4102	4001	4119	3365	3415	2961	2975	0	37872
Ont.														
Fatal	76	66	49	73	79	82	107	100	94	95	65	73	0	959
Injury	5422	5246	4824	4609	5710	6337	5973	5987	5597	5492	5401	5314	0	65912
Man.														
Fatal	6	2	9	3	5	9	13	18	17	8	7	7	0	104
Injury	819	820	866	544	647	803	733	828	757	765	740	1182	0	9504
Sask.														
Fatal	8	9	9	4	12	15	14	14	14	20	14	4	0	137
Injury	464	357	378	353	411	530	493	486	503	457	430	446	2	5310
Alta.														
Fatal	28	27	29	22	25	27	37	39	40	29	24	30	0	357
Injury	915	906	946	835	1059	1159	1299	1139	1200	1023	1009	1129	0	12619
B.C.														
Fatal	39	41	36	38	46	50	55	66	54	49	66	28	0	568
Injury	2819	2518	2396	2605	2826	2958	3016	3259	2850	3134	3485	3208	0	35074
Yuk.														
Fatal	0	0	0	1	0	1	2	1	1	1	1	0	0	8
Injury	12	7	8	16	11	22	42	31	27	29	16	13	0	234
N.W.T.														
Fatal	1	0	0	1	0	0	2	0	0	1	0	1	0	6
Injury	9	7	19	7	7	13	23	29	9	16	7	19	0	165

N.S. = not specified.

Fatal and Personal Injury Traffic Injury Collisions by Day of Occurrence – 1990

	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	N.S.	Total
(1)Canada									
Fatal	562	390	368	402	492	587	631	10	3442
Injury	21441	24100	23665	23931	26612	31342	27056	276	178423
Nfld.									
Fatal	12	6	5	8	10	6	14	0	61
Injury	271	282	296	338	335	365	353	3	2243
P.E.I.									
Fatal	8	2	2	3	3	6	3	0	27
Injury	103	86	76	62	79	102	124	0	632
N.S.									
Fatal	25	11	9	18	17	17	22	0	119
Injury	528	509	540	550	611	680	650	0	4068
N.B.									
Fatal	24	13	9	17	12	31	27	0	133
Injury	668	594	606	593	620	847	862	0	4790
Que.									
Fatal	144	106	104	106	156	174	173	0	963
Injury	4788	4968	4950	4829	5847	6754	5736	0	37872
Ont.									
Fatal	145	115	113	120	136	154	176	0	959
Injury	7590	9388	8827	8609	9789	12149	9560	0	65912
Man.									
Fatal	22	7	12	14	14	14	12	9	104
Injury	936	1315	1290	1353	1294	1548	1498	270	9504
Sask.									
Fatal	19	15	17	11	17	23	34	1	137
Injury	642	673	739	690	784	924	855	3	5310
Alta.									
Fatal	49	45	41	55	56	65	46	0	357
Injury	1686	1748	1666	1812	2148	1936	1623	0	12619
B.C.									
Fatal	112	66	56	48	68	95	123	0	568
Injury	4177	4486	4613	5046	5045	5969	5738	0	35074
Yuk.									
Fatal	1	3	0	1	2	1	0	0	8
Injury	32	29	40	27	35	39	32	0	234
(2)N.W.T.									
Fatal									6
Injury									165

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.
(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

Fatal and Personal Injury Traffic Injury Collisions by Hour of Occurrence – 1990

	(1) Canada		Nfld.		P.E.I.		N.S.		N.B.		Que.		Ont.	
	Fatal	Inj	Fatal	Inj	Fatal	Inj	Fatal	Inj	Fatal	Inj	Fatal	Inj	Fatal	Inj
0–1	126	3959	5	54	2	13	5	84	5	179	38	949	33	1331
1–2	153	4133	1	40	1	22	6	104	5	127	28	837	53	1686
2–3	143	3842	2	43	1	21	8	107	9	158	32	771	39	1049
3–4	112	2741	3	18	1	8	3	75	2	95	47	987	21	625
4–5	78	1616	1	13	1	8	4	44	4	41	28	467	17	467
5–6	59	1447	0	7	0	6	0	36	2	54	21	344	19	471
6–7	68	3116	0	12	0	6	4	69	3	74	16	572	23	1405
7–8	122	6359	1	42	1	15	2	141	5	165	28	1224	35	2710
8–9	113	8745	1	113	0	31	6	231	4	180	29	1530	34	3818
9–10	103	6320	2	79	1	30	1	131	3	133	31	1264	35	2547
10–11	123	6825	0	71	2	16	2	137	7	184	28	1373	45	2575
11–12	118	8643	3	70	0	25	2	178	5	195	35	1754	36	3258
12–13	132	10159	1	145	0	36	0	211	3	262	45	2104	45	3768
13–14	147	10136	2	149	1	29	7	230	4	276	41	2174	41	3615
14–15	156	10752	9	147	1	37	5	236	6	293	39	2311	37	3857
15–16	197	13707	0	208	2	36	8	250	10	316	60	2766	51	5115
16–17	228	15231	6	219	1	49	12	305	10	356	68	3181	55	5773
17–18	192	13906	4	186	2	54	9	323	7	328	40	2843	56	5287
18–19	194	10679	3	131	0	36	11	234	11	302	54	2260	41	4071
19–20	199	9168	2	123	3	41	6	239	11	266	56	2074	57	3374
20–21	173	7500	4	129	1	25	3	174	3	255	53	1766	41	2561
21–22	170	6749	3	92	3	30	2	171	8	203	51	1549	44	2384
22–23	155	5882	2	90	1	37	5	136	3	189	41	1310	52	2075
23–24	148	5223	6	62	2	21	5	133	3	139	45	1153	45	1895
N.S.	33	1785	0	0	0	0	3	89	0	20	9	309	4	195
Total	3442	178423	61	2243	27	632	119	4068	133	4790	963	37872	959	65912

	Man.		Sask.		Alta.		B.C.		Yuk.		(2) N.W.T.	
	Fatal	Inj	Fatal	Inj	Fatal	Inj	Fatal	Inj	Fatal	Inj	Fatal	Inj
0–1	1	155	5	121	10	274	22	790	0	5		
1–2	4	173	5	124	16	246	34	764	0	6		
2–3	4	199	7	156	14	291	27	836	0	8		
3–4	3	101	7	76	9	260	16	487	0	7		
4–5	2	64	2	52	6	127	12	322	1	9		
5–6	1	52	2	52	4	135	10	286	0	3		
6–7	2	135	4	68	4	194	12	577	0	1		
7–8	3	308	5	149	20	515	22	1078	0	6		
8–9	4	442	5	240	17	582	13	1554	0	16		
9–10	2	313	2	162	11	417	15	1224	0	14		
10–11	3	377	5	205	16	462	15	1411	0	8		
11–12	5	512	5	254	13	598	13	1783	1	8		
12–13	0	595	6	323	12	703	20	1987	0	16		
13–14	4	613	6	318	16	715	25	1999	0	9		
14–15	3	655	10	322	19	698	27	2178	0	8		
15–16	12	802	10	472	14	963	29	2748	0	18		
16–17	5	922	3	445	29	1032	36	2922	2	13		
17–18	9	725	6	398	23	954	35	2782	0	13		
18–19	12	477	8	294	21	753	32	2097	0	14		
19–20	6	414	6	283	15	625	35	1713	1	7		
20–21	4	393	9	220	21	547	32	1416	1	7		
21–22	4	310	7	228	19	505	28	1260	1	11		
22–23	2	285	4	152	16	469	28	1125	1	9		
23–24	6	235	4	148	8	372	24	1053	0	7		
N.S.	3	247	4	48	4	182	6	682	0	11		
Total	104	9504	137	5310	357	12619	568	35074	8	234	6	165

See footnotes (1) and (2) on page A2.

Fatal and Personal Injury Traffic Collisions by Light Condition – 1990

		Day	Dawn	Dusk	Dark	Art. Lt.	N.S.	Total
(1) Canada								
	Fatal	1742	95	96	1092	398	19	3442
	Injury	117310	3774	5205	32364	18933	837	178423
Nfld.								
	Fatal	28	0	1	25	6	1	61
	Injury	1488	8	93	504	146	4	2243
P.E.I.								
	Fatal	11	0	1	15	0	0	27
	Injury	388	8	25	208	3	0	632
N.S.								
	Fatal	57	1	6	53	2	0	119
	Injury	2552	50	165	1211	53	37	4068
N.B.								
	Fatal	68	0	10	52	3	0	133
	Injury	2913	58	167	1584	69	1	4790
Que.								
	Fatal	486	46	0	220	204	7	963
	Injury	23896	1556	0	3173	8966	281	37872
Ont.								
	Fatal	510	14	30	404	0	1	959
	Injury	44757	1053	2388	17706	0	10	65912
Man.								
	Fatal	62	4	3	29	4	2	104
	Injury	6668	144	377	1475	735	105	9504
Sask.								
	Fatal	67	9	9	51	1	0	137
	Injury	3557	94	243	1252	128	36	5310
(2) Alta.								
	Fatal							357
	Injury							12619
B.C.								
	Fatal	264	11	26	126	136	5	568
	Injury	22535	521	1360	2912	7445	301	35074
Yuk.								
	Fatal	5	0	0	2	0	1	8
	Injury	151	14	16	20	31	2	234
(2) N.W.T.								
	Fatal							6
	Injury							165

See footnotes (1) and (2) on page A2.

Fatal and Personal Injury Traffic Collisions by Road Surface – 1990

		Dry	Wet	Snow (Loose/Packed)/ Slush\Ice	Loose Sand Gravel/Dirt	Mud (Wet)	Oil (Local Spill or Road Application)	N.S.	Total
(1) Canada	Fatal	2332	594	420	53	7	1	35	3442
	Injury	106791	41928	25614	1628	237	80	2145	178423
Nfld.	Fatal	36	12	12	0	0	0	1	61
	Injury	1180	502	522	18	4	1	18	2243
P.E.I.	Fatal	13	8	3	0	0	0	3	27
	Injury	372	128	115	1	1	0	15	632
N.S.	Fatal	80	25	13	0	0	0	1	119
	Injury	2465	923	576	23	6	3	72	4068
N.B.	Fatal	75	30	28	0	0	0	0	133
	Injury	2753	1006	976	35	13	0	7	4790
Que.	Fatal	631	190	132	0	1	1	8	963
	Injury	23232	8686	5369	0	68	46	471	37872
Ont.	Fatal	649	199	89	11	0	0	11	959
	Injury	40896	17080	7326	479	24	27	80	65912
Man.	Fatal	76	10	16	1	0	0	1	104
	Injury	5414	1033	2754	151	16	1	135	9504
Sask.	Fatal	103	6	20	6	1	0	1	137
	Injury	3185	428	1413	202	32	2	50	5310
Alta.	Fatal	213	32	70	35	0	0	7	357
	Injury	7161	1249	2659	720	0	0	830	12619
B.C.	Fatal	446	81	35	0	5	0	1	568
	Injury	19914	10829	3803	0	66	0	462	35074
Yuk.	Fatal	6	0	1	0	0	0	1	8
	Injury	120	27	77	0	7	0	3	234
(2) N.W.T.	Fatal								6
	Injury								165

See footnotes (1) and (2) on page A2.

Fatal and Personal Injury Traffic Collisions by Road Condition – 1990

		Good	Defective(Potholes, Bumps, Ruts)	Under Repair/ Construction	N.S.	Total
(1) Canada						
	Fatal	3311	69	42	20	3442
	Injury	171104	2339	2217	2763	178423
Nfld.						
	Fatal	59	2	0	0	61
	Injury	2138	60	43	2	2243
P.E.I.						
	Fatal	22	1	1	3	27
	Injury	604	12	6	10	632
N.S.						
	Fatal	115	4	0	0	119
	Injury	3903	62	91	12	4068
N.B.						
	Fatal	129	0	4	0	133
	Injury	4535	0	226	29	4790
Que.						
	Fatal	923	19	9	12	963
	Injury	35497	416	366	1593	37872
Ont.						
	Fatal	933	12	14	0	959
	Injury	64423	783	693	13	65912
Man.						
	Fatal	97	6	1	0	104
	Injury	8975	257	122	150	9504
Sask.						
	Fatal	129	7	1	0	137
	Injury	4993	185	114	18	5310
Alta.						
	Fatal	344	6	5	2	357
	Injury	12018	99	115	387	12619
(2) B.C.						
	Fatal					568
	Injury					35074
(2) Yuk.						
	Fatal					8
	Injury					234
(2) N.W.T.						-
	Fatal					6
	Injury					165

See footnotes (1) and (2) on page A2.

Fatal and Personal Injury Traffic Collisions by Road Type – 1990

		Asphalt	Concrete	Gravel/ Crushed Stone	Earth/Dirt	Brick/ Paving Stone	Paved (Material Not Specified)	Not Specified	Total
(1) Canada	Fatal	3015	35	298	41	15	7	31	3442
	Injury	160344	3873	6714	790	15	1625	5062	178423
Nfld.									
	Fatal	57	0	2	0	0	0	2	61
	Injury	2090	3	94	35	0	0	21	2243
P.E.I.									
	Fatal	24	0	0	0	0	0	3	27
	Injury	610	0	6	6	0	0	10	632
N.S.									
	Fatal	112	0	5	1	0	1	0	119
	Injury	3832	13	124	38	0	22	39	4068
N.B.									
	Fatal	113	0	19	1	0	0	0	133
	Injury	4180	14	517	75	0	0	4	4790
Que.									
	Fatal	910	6	31	9	0	0	7	963
	Injury	35206	290	766	187	0	0	1423	37872
Ont.									
	Fatal	894	2	50	2	0	0	11	959
	Injury	62995	427	2044	95	3	0	348	65912
Man.									
	Fatal	67	11	20	1	0	5	0	104
	Injury	4544	2621	684	46	0	1487	122	9504
Sask.									
	Fatal	80	2	49	5	0	0	1	137
	Injury	4210	57	893	109	0	0	41	5310
(2) Alta.									
	Fatal								357
	Injury								12619
B.C.									
	Fatal	433	10	90	18	13	0	4	568
	Injury	31031	170	1043	132	11	0	2687	35074
Yuk.									
	Fatal	7	0	1	0	0	0	0	8
	Injury	157	1	62	10	0	0	4	234
(2) N.W.T.									
	Fatal								6
	Injury								165

See footnotes (1) and (2) on page A2.

Fatal and Personal Injury Traffic Collisions by Weather Condition – 1990

		Clear (Sunny/Cloudy)	Raining	Snow/Freezing Rain Sleet/Hail	Fog/Mist/Smog/ Dust/Smoke	N.S.	Total
(1) Canada							
	Fatal	2735	380	197	77	53	3442
	Injury	135352	26681	12505	2118	1767	178423
Nfld.							
	Fatal	49	6	3	0	3	61
	Injury	1638	295	243	37	30	2243
P.E.I.							
	Fatal	20	5	1	1	0	27
	Injury	467	92	57	12	4	632
N.S.							
	Fatal	91	12	7	8	1	119
	Injury	3070	571	260	106	61	4068
N.B.							
	Fatal	100	21	8	3	1	133
	Injury	3607	638	424	84	39	4790
Que.							
	Fatal	771	108	53	15	16	963
	Injury	29051	5303	2771	248	499	37872
Ont.							
	Fatal	758	99	57	33	12	959
	Injury	49220	10318	5026	1134	214	65912
Man.							
	Fatal	90	2	7	2	3	104
	Injury	8213	418	631	61	181	9504
Sask.							
	Fatal	118	3	7	5	4	137
	Injury	4618	167	297	140	88	5310
(2) Alta.							
	Fatal						357
	Injury						12619
B.C.							
	Fatal	443	84	33	2	6	568
	Injury	25570	6955	1889	139	521	35074
Yuk.							
	Fatal	7	0	0	0	1	8
	Injury	200	14	11	5	4	234
(2) N.W.T.							
	Fatal						6
	Injury						165

See footnotes (1) and (2) on page A2.

Fatal and Personal Injury Traffic Collisions by Place of Occurrence – 1990

		Urban	Rural	N.S.	Total
(1) Canada					
	Fatal	1220	2183	39	3442
	Injury	120483	51874	6066	178423
Nfld.					
	Fatal	18	22	21	61
	Injury	1014	390	839	2243
P.E.I.					
	Fatal	1	26	0	27
	Injury	94	516	22	632
N.S.					
	Fatal	20	99	0	119
	Injury	1440	1107	1521	4068
N.B.					
	Fatal	36	97	0	133
	Injury		2717	2073	4790
Que.					
	Fatal	405	551	7	963
	Injury	27228	9373	1271	37872
Ont.					
	Fatal	374	574	11	959
	Injury	45490	20089	333	65912
Man.					
	Fatal	32	72	0	104
	Injury	7737	1767	0	9504
Sask.					
	Fatal	17	120	0	137
	Injury	3440	1870	0	5310
Alta.					
	Fatal	113	244	0	357
	Injury	9257	3362	0	12619
B.C.					
	Fatal	201	367	0	568
	Injury	24546	10527	1	35074
Yuk.					
	Fatal	1	7	0	8
	Injury	126	108	0	234
(2) N.W.T.					
	Fatal				6
	Injury				165

See footnotes (1) and (2) on page A2.

Table A10

Persons Killed in Traffic Collisions by Road User Class and Age Groups – 1990

	(1) Canada	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	(2) Yuk.	(2) N.W.T.
0–4													
M.V. Driver	0	0	0	0	0	0	0	0	0	0	0		
M.V. Passenger	55	0	0	1	2	12	20	4	2	7	7		
Pedestrian	26	2	0	1	2	9	6	0	0	3	3		
Bicyclist	1	0	0	0	0	0	0	0	0	0	1		
Motorcyclist	0	0	0	0	0	0	0	0	0	0	0		
N.S.	2	0	0	0	0	2	0	0	0	0	0		
Total	84	2	0	2	4	23	26	4	2	10	11		
5–14													
M.V. Driver	3	0	0	0	1	1	1	0	0	0	0		
M.V. Passenger	104	2	1	7	7	23	28	2	2	11	22		
Pedestrian	60	1	0	2	4	23	11	1	2	5	11		
Bicyclist	42	0	0	0	2	21	8	2	1	4	4		
Motorcyclist	9	0	0	0	0	6	1	0	1	0	1		
N.S.	4	0	0	1	0	0	0	0	0	3	0		
Total	222	3	1	10	14	74	47	5	6	23	38		
15–19													
M.V. Driver	196	5	3	8	5	43	60	5	6	18	42		
M.V. Passenger	191	7	1	7	9	31	59	8	11	21	36		
Pedestrian	48	0	3	2	1	12	13	1	1	5	8		
Bicyclist	15	0	0	1	1	5	5	0	0	2	1		
Motorcyclist	50	3	0	4	1	17	11	1	3	3	7		
N.S.	7	0	0	0	1	1	0	2	1	2	0		
Total	505	15	7	22	18	109	148	17	22	51	94		
20–24													
M.V. Driver	287	5	2	9	14	87	81	9	11	26	42		
M.V. Passenger	151	2	1	8	6	21	55	4	10	16	27		
Pedestrian	34	0	0	1	4	6	10	0	0	5	8		
Bicyclist	10	0	0	0	0	6	3	0	0	1	0		
Motorcyclist	68	0	1	1	2	19	31	0	1	1	12		
N.S.	6	0	1	0	0	2	0	0	1	2	0		
Total	556	7	5	19	26	141	180	13	23	51	89		
25–34													
M.V. Driver	504	7	4	16	18	163	126	13	22	58	75		
M.V. Passenger	175	4	1	6	4	36	48	4	5	27	39		
Pedestrian	95	2	1	3	2	32	24	2	3	9	16		
Bicyclist	15	0	0	0	0	6	3	0	1	1	4		
Motorcyclist	62	0	1	1	1	22	14	3	0	6	14		
N.S.	18	2	0	1	2	8	1	0	1	3	0		
Total	869	15	7	27	27	267	216	22	32	104	148		
35–44													
M.V. Driver	298	3	1	7	14	72	101	9	9	33	48		
M.V. Passenger	110	3	2	6	0	28	28	7	4	12	19		
Pedestrian	38	0	0	2	5	9	10	1	0	2	7		
Bicyclist	7	0	0	0	0	2	3	1	1	0	0		
Motorcyclist	51	2	0	1	0	16	16	1	0	5	10		
N.S.	2	0	0	0	0	1	0	1	0	0	0		
Total	504	8	3	16	19	128	156	20	14	52	84		

See footnotes (1) and (2) on page A2.

(continued)

Persons Killed in Traffic Collisions by Road User Class and Age Groups – 1990

	(1) Canada	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	(2) Yuk.	(2) N.W.T.
45–54													
M.V. Driver	184	5	1	7	12	57	49	3	8	18	23		
M.V. Passenger	65	1	0	1	2	21	17	2	3	2	16		
Pedestrian	45	1	0	0	1	17	13	0	1	4	8		
Bicyclist	2	0	0	0	0	0	0	0	1	0	1		
Motorcyclist	11	0	0	2	0	4	0	1	0	0	4		
N.S.	3	0	0	0	0	1	0	0	1	0	1		
Total	310	7	1	10	15	100	79	6	14	24	53		
55–64													
M.V. Driver	169	0	1	3	8	54	52	3	7	14	26		
M.V. Passenger	77	0	0	5	1	24	16	1	2	11	17		
Pedestrian	49	1	1	1	3	13	10	2	2	5	11		
Bicyclist	7	0	0	0	0	2	4	0	0	1	0		
Motorcyclist	3	0	0	0	1	1	1	0	0	0	0		
N.S.	3	1	0	0	0	1	0	0	0	0	1		
Total	308	2	2	9	13	95	83	6	11	31	55		
65+													
M.V. Driver	235	2	1	15	7	49	68	13	18	34	27		
M.V. Passenger	151	1	0	9	5	27	53	7	9	21	18		
Pedestrian	182	7	2	7	8	52	57	7	1	7	33		
Bicyclist	7	0	0	1	0	1	3	1	0	1	0		
Motorcyclist	3	0	0	0	0	2	0	0	0	0	1		
N.S.	4	0	0	0	0	3	0	0	1	0	0		
Total	582	10	3	32	20	134	181	28	29	63	79		
Not Stated													
M.V. Driver	2	0	0	0	0	0	2	0	0	0	0		
M.V. Passenger	6	0	0	0	0	5	0	0	1	0	0		
Pedestrian	10	0	0	2	0	5	0	0	0	0	3		
Bicyclist	0	0	0	0	0	0	0	0	0	0	0		
Motorcyclist	1	0	0	0	0	1	0	0	0	0	0		
N.S.	2	0	0	0	0	1	0	0	0	0	1		
Total	21	0	0	2	0	12	2	0	1	0	4		
Total													
M.V. Driver	1878	27	13	65	79	526	540	55	81	201	283		
M.V. Passenger	1085	20	6	50	36	228	322	39	49	128	201		
Pedestrian	583	14	7	21	30	178	154	14	10	45	108		
Bicyclist	106	0	0	2	3	43	29	4	4	10	11		
Motorcyclist	258	5	2	9	5	88	74	6	5	15	49		
N.S.	51	3	1	2	3	20	1	3	5	10	3		
Total	3961	69	29	149	156	1083	1120	121	154	409	655	8	8

See footnotes (1) and (2) on page A2.

Persons Injured in Traffic Collisions by Road User Class and Age Groups – 1990

	(1) Canada	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	(2) Yuk.	(2) N.W.T.
0–4													
M.V. Driver	38	5	0	0	0	1	17	8	5	0	2		
M.V. Passenger	3956	33	15	60	107	777	1645	192	125	303	690		
Pedestrian	676	16	1	8	11	166	226	38	29	55	124		
Bicyclist	218	2	0	0	0	37	138	5	4	9	23		
Motorcyclist	17	3	0	0	0	2	6	0	1	0	5		
N.S.	46	7	0	3	0	18	0	0	11	2	5		
Total	4951	66	16	71	118	1001	2032	243	175	369	849		
5–14													
M.V. Driver	250	16	2	4	3	46	38	32	28	19	61		
M.V. Passenger	10972	146	49	182	403	1939	4295	468	359	843	2264		
Pedestrian	3632	88	6	71	78	1086	1309	146	111	270	459		
Bicyclist	3925	33	10	27	83	1601	1139	93	120	267	544		
Motorcyclist	359	18	1	5	2	232	34	1	10	11	44		
N.S.	198	26	2	22	10	70	24	0	18	15	11		
Total	19336	327	70	311	579	4974	6839	740	646	1425	3383		
15–19													
M.V. Driver	17655	206	110	396	485	2929	5615	1018	742	1377	4739		
M.V. Passenger	16217	190	140	398	564	2619	6019	803	629	1201	3619		
Pedestrian	1769	30	.5	26	31	428	648	76	52	135	334		
Bicyclist	2133	11	2	21	43	745	784	56	45	107	314		
Motorcyclist	2470	31	13	69	83	813	775	55	31	161	434		
N.S.	258	9	1	34	20	69	62	5	43	6	9		
Total	40502	477	271	944	1226	7603	13903	2013	1542	2987	9449		
20–24													
M.V. Driver	22393	269	111	460	685	4178	8673	1256	627	1572	4514		
M.V. Passenger	11770	131	74	236	412	2067	4920	620	298	830	2157		
Pedestrian	1457	22	2	20	29	341	573	50	30	117	270		
Bicyclist	1364	6	1	12	26	394	522	48	22	87	243		
Motorcyclist	2261	14	20	52	48	630	846	59	38	177	372		
N.S.	222	8	1	37	28	74	31	1	22	9	10		
Total	39467	450	209	817	1228	7684	15565	2034	1037	2792	7566		
25–34													
M.V. Driver	39761	394	142	775	1049	7623	16285	2152	989	2889	7377		
M.V. Passenger	14461	154	55	235	428	2709	6203	694	391	990	2571		
Pedestrian	2424	21	3	25	29	612	945	76	43	198	467		
Bicyclist	1679	4	3	15	25	473	604	48	30	83	390		
Motorcyclist	2407	16	15	67	45	647	817	77	46	202	470		
N.S.	265	9	3	37	10	90	69	0	25	10	11		
Total	60997	598	221	1154	1586	12154	24923	3047	1524	4372	11286		
35–44													
M.V. Driver	27168	319	97	529	723	5138	11203	1415	672	1898	5115		
M.V. Passenger	8435	115	23	151	272	1709	3568	398	182	577	1422		
Pedestrian	1697	20	2	22	21	483	624	45	48	117	311		
Bicyclist	645	4	2	2	2	210	229	20	6	35	133		
Motorcyclist	1092	2	2	21	20	369	339	25	25	78	209		
N.S.	147	6	1	23	12	46	37	0	12	5	5		
Total	39184	466	127	748	1050	7955	16000	1903	945	2710	7195		

See footnotes (1) and (2) on page A2.

(continued)

Persons Injured in Traffic Collisions by Road User Class and Age Groups – 1990

	(1) Canada	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	(2) Yuk.	(2) N.W.T.
45–54													
M.V. Driver	15178	170	61	277	411	3001	6365	736	381	1077	2666		
M.V. Passenger	5678	59	19	84	152	1248	2387	279	149	351	938		
Pedestrian	1174	9	3	18	24	338	422	37	29	92	200		
Bicyclist	288	0	1	1	3	111	93	8	4	13	53		
Motorcyclist	366	1	2	8	7	135	108	6	5	27	66		
N.S.	87	4	0	13	7	27	23	0	8	1	4		
Total	22771	243	86	401	604	4860	9398	1066	576	1561	3927		
55–64													
M.V. Driver	9143	82	38	166	232	1707	3927	453	279	609	1630		
M.V. Passenger	4596	44	15	79	123	1003	1942	209	130	257	784		
Pedestrian	1098	12	4	17	22	343	405	24	24	63	181		
Bicyclist	163	0	1	0	3	58	55	6	4	4	32		
Motorcyclist	98	3	0	0	1	31	31	1	5	6	20		
N.S.	68	3	0	11	1	24	23	0	5	0	1		
Total	15166	144	58	273	382	3166	6383	693	447	939	2648		
65+													
M.V. Driver	7109	59	39	153	228	1234	2894	395	281	528	1283		
M.V. Passenger	5343	66	26	118	175	1079	2205	275	188	343	856		
Pedestrian	1707	15	1	15	29	562	591	58	45	108	279		
Bicyclist	122	0	1	1	4	29	55	6	4	2	20		
Motorcyclist	39	0	0	0	0	18	7	1	1	1	11		
N.S.	70	5	0	8	3	20	14	0	11	1	8		
Total	14390	145	67	295	439	2942	5766	735	530	983	2457		
Not Stated													
M.V. Driver	1191	44	0	182	3	38	56	540	22	73	230		
M.V. Passenger	3350	83	0	183	58	492	533	275	174	331	1214		
Pedestrian	726	15	0	66	8	160	96	100	18	36	225		
Bicyclist	307	4	0	13	0	55	71	49	11	10	93		
Motorcyclist	118	8	0	16	2	26	9	11	3	7	36		
N.S.	148	5	0	36	2	60	1	1	21	9	12		
Total	5840	159	0	496	73	831	766	976	249	466	1810		
Total													
M.V. Driver	139886	1564	600	2942	3819	25895	55073	8005	4026	10042	27617		
M.V. Passenger	84778	1021	416	1726	2694	15642	33717	4213	2625	6026	16515		
Pedestrian	16360	248	27	288	282	4519	5839	650	429	1191	2850		
Bicyclist	10844	64	21	92	189	3713	3690	339	250	617	1845		
Motorcyclist	9227	96	53	238	208	2903	2972	236	165	670	1667		
N.S.	1509	82	8	224	93	498	284	7	176	58	76		
Total	262604	3075	1125	5510	7285	53170	101575	13450	7671	18604	50570	338	231

See footnotes (1) and (2) on page A2.

Persons Killed or Injured in Traffic Collisions by Road User Class and Sex – 1990

		Driver			Passenger			Pedestrian		
		Male	Female	N.S.	Male	Female	N.S.	Male	Female	N.S.
(1) Canada										
	Killed	1447	429	2	559	523	3	378	205	0
	Injured	82890	56852	144	32815	51551	412	8850	7421	87
Nfld.										
	Killed	24	3	0	14	6	0	11	3	0
	Injured	885	675	4	360	661	0	143	105	0
P.E.I.										
	Killed	9	4	0	2	4	0	3	4	0
	Injured	374	226	0	182	234	0	15	12	0
N.S.										
	Killed	53	12	0	28	22	0	16	5	0
	Injured	1689	1248	5	664	1058	4	154	125	9
N.B.										
	Killed	65	14	0	15	21	0	17	13	0
	Injured	2384	1433	2	1135	1557	2	178	104	0
Que.										
	Killed	406	120	0	102	126	0	121	57	0
	Injured	16273	9621	1	5843	9799	0	2489	1998	32
Ont.										
	Killed	399	139	2	169	152	1	91	63	0
	Injured	32572	22431	70	12785	20717	215	3099	2721	19
Man.										
	Killed	39	16	0	23	16	0	6	8	0
	Injured	4418	3586	1	1518	2694	1	345	305	0
Sask.										
	Killed	66	15	0	28	21	0	6	4	0
	Injured	2263	1760	3	1000	1620	5	218	208	3
Alta.										
	Killed	156	45	0	68	60	0	31	14	0
	Injured	5879	4155	8	2471	3545	10	683	507	1
B.C.										
	Killed	224	59	0	107	92	2	75	33	0
	Injured	15973	11594	50	6786	9555	174	1507	1320	23
(2) Yuk.										
	Killed									
	Injured									
(2) N.W.T.										
	Killed									
	Injured									

See footnotes (1) and (2) on page A2.

(continued)

Persons Killed or Injured in Traffic Collisions by Road User Class and Sex – 1990

	Bicyclist			Motorcyclist			Other			Total			
	Male	Female	N.S.	Male	Female	N.S.	Male	Female	N.S.	Male	Female	N.S.	Total
(1) Canada													
Killed	88	18	0	239	19	0	42	8	1	2753	1202	6	3961
Injured	7894	2739	211	8105	1105	18	979	515	16	141533	120183	888	282604
Nfld.													
Killed	0	0	0	4	1	0	3	0	0	56	13	0	69
Injured	52	12	0	78	17	1	50	31	1	1568	1501	6	3075
P.E.I.													
Killed	0	0	0	2	0	0	1	0	0	17	12	0	29
Injured	18	3	0	48	5	0	7	1	0	644	481	0	1125
N.S.													
Killed	2	0	0	8	1	0	2	0	0	109	40	0	149
Injured	71	20	1	215	22	1	130	92	2	2923	2565	22	5510
N.B.													
Killed	3	0	0	5	0	0	3	0	0	108	48	0	156
Injured	150	39	0	198	10	0	61	31	1	4106	3174	5	7285
Que.													
Killed	34	9	0	80	8	0	16	3	1	759	323	1	1083
Injured	2696	1017	0	2484	419	0	321	174	3	30108	23028	36	53170
Ont.													
Killed	23	6	0	68	6	0	1	0	0	751	366	3	1120
Injured	2642	848	200	2646	314	12	208	75	1	53952	47106	517	101575
Man.													
Killed	3	1	0	6	0	0	3	0	0	80	41	0	121
Injured	248	91	0	203	33	0	5	2	0	6737	6711	2	13450
Sask.													
Killed	4	0	0	4	1	0	4	1	0	112	42	0	154
Injured	174	76	0	157	8	0	108	65	3	3920	3737	14	7671
Alta.													
Killed	8	2	0	14	1	0	8	2	0	285	124	0	409
Injured	436	179	2	598	71	1	41	14	3	10108	8471	25	18604
B.C.													
Killed	11	0	0	48	1	0	1	2	0	466	187	2	655
Injured	1389	448	8	1460	204	3	46	29	1	27161	23150	259	50570
(2) Yuk.													
Killed													8
Injured													338
(2) N.W.T.													
Killed													8
Injured													231

See footnotes (1) and (2) on page A2.

Persons Killed or Injured in Traffic Collisions by Month of Occurrence – 1990

	Jan.	Feb.	March	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	N.S.	Total
(1) Canada														
Killed	278	244	252	249	307	373	459	435	394	381	311	298	0	3981
Injured	19788	19235	18365	17926	21990	24736	25620	25370	22554	22257	22089	22670	4	262604
Nfld.														
Killed	8	6	5	3	1	7	8	6	4	7	3	11	0	69
Injured	260	278	211	183	214	245	288	308	272	273	268	275	0	3075
P.E.I.														
Killed	2	1	2	2	1	1	3	3	4	3	5	2	0	29
Injured	66	84	64	54	95	114	126	127	93	90	118	94	0	1125
N.S.														
Killed	15	5	3	9	7	9	23	9	18	25	11	15	0	149
Injured	393	332	408	357	371	497	598	575	486	480	494	519	0	5510
N.B.														
Killed	20	8	5	7	6	9	23	19	13	13	17	16	0	156
Injured	466	505	468	491	592	671	748	673	692	550	704	725	0	7285
Que.														
Killed	61	53	86	70	86	141	128	99	102	91	72	94	0	1083
Injured	3224	3371	3390	3407	4795	5607	5692	5730	4633	4776	4263	4282	0	53170
Ont.														
Killed	84	73	57	78	94	93	135	134	115	105	73	79	0	1120
Injured	8220	8124	7365	7117	8752	9745	9595	9335	8708	8254	8140	8220	0	101575
Man.														
Killed	7	2	14	4	5	10	15	21	19	9	7	8	0	121
Injured	1141	1152	1209	757	918	1117	1080	1203	1057	1101	1034	1681	0	13450
Sask.														
Killed	8	12	10	5	15	16	15	16	16	21	15	5	0	154
Injured	636	543	522	495	581	774	772	711	758	634	625	616	4	7671
Alta.														
Killed	32	30	33	24	36	28	41	46	42	30	32	35	0	409
Injured	1345	1323	1339	1250	1555	1655	1985	1764	1777	1518	1433	1660	0	18604
B.C.														
Killed	40	54	37	45	56	58	64	81	60	53	75	32	0	655
Injured	4009	3507	3347	3781	4096	4264	4629	4860	4027	4515	4981	4554	0	50570
(2) Yuk.														
Killed	0	0	0	1	0	1	2	1	1	1	1	0	0	8
Injured	18	9	15	26	12	30	64	47	38	43	20	16	0	338
(2) N.W.T.														
Killed	1	0	0	1	0	0	2	0	0	3	0	1	0	8
Injured	10	7	27	8	9	17	43	37	13	23	9	28	0	231

See footnotes (1) and (2) on page A2.

Persons Killed or Injured in Traffic Collisions by Place of Occurrence – 1990

		Urban	Rural	N.S.	Total
(1) Canada					
	Killed	1275	2654	32	3961
	Injured	171047	86865	4692	262604
Nfld.					
	Killed	21	25	23	69
	Injured	1328	583	1164	3075
P.E.I.					
	Killed	1	28	0	29
	Injured	158	930	37	1125
N.S.					
	Killed	24	125	0	149
	Injured	1866	1671	1973	5510
N.B.					
	Killed	38	118	0	156
	Injured	3932	3353	0	7285
Que.					
	Killed	431	643	9	1083
	Injured	38765	14892	1513	53170
Ont.					
	Killed	403	717	0	1120
	Injured	67466	34109	0	101575
Man.					
	Killed	33	88	0	121
	Injured	10499	2951	0	13450
Sask.					
	Killed	20	134	0	154
	Injured	4530	3141	0	7671
Alta.					
	Killed	118	291	0	409
	Injured	13085	5519	0	18604
B.C.					
	Killed	182	473	0	655
	Injured	31093	19476	1	50570
Yuk.					
	Killed	1	7	0	8
	Injured	175	163	0	338
(2) N.W.T.					
	Killed				8
	Injured				231

See footnotes (1) and (2) on page A2.

Persons Killed or Injured in Traffic Collisions by Age Groups and Sex – 1990

	Killed				Injured			
	Male	Female	N.S.	Total	Male	Female	N.S.	Total
(1) Canada								
0–4	55	29	0	84	2553	2268	169	4990
5–14	139	83	0	222	10550	8772	15	19337
15–19	373	132	0	505	22779	17705	19	40503
20–24	423	133	0	556	23152	16300	15	39467
25–34	659	210	0	869	34657	26328	12	60997
35–44	342	162	0	504	19976	19193	15	39184
45–54	205	105	0	310	11354	11410	6	22770
55–64	210	98	0	308	7527	7630	9	15166
65+	344	238	0	582	6505	7876	7	14388
N.S.	9	12	0	21	2591	2754	457	5802
Total	2759	1202	0	3961	141644	120236	724	262604
Nfld.								
0–4	2	0	0	2	41	25	0	66
5–14	3	0	0	3	193	134	0	327
15–19	13	2	0	15	268	209	0	477
20–24	6	1	0	7	245	203	2	450
25–34	12	3	0	15	294	304	0	598
35–44	5	3	0	8	202	263	1	466
45–54	6	1	0	7	127	116	0	243
55–64	2	0	0	2	66	78	0	144
65+	7	3	0	10	63	82	0	145
N.S.	0	0	0	0	69	87	3	159
Total	56	13	0	69	1568	1501	6	3075
P.E.I.								
0–4	0	0	0	0	11	5	0	16
5–14	0	1	0	1	36	34	0	70
15–19	2	5	0	7	142	129	0	271
20–24	4	1	0	5	142	67	0	209
25–34	5	2	0	7	138	83	0	221
35–44	1	2	0	3	67	60	0	127
45–54	1	0	0	1	43	43	0	86
55–64	2	0	0	2	32	26	0	58
65+	2	1	0	3	33	34	0	67
N.S.	0	0	0	0	0	0	0	0
Total	17	12	0	29	644	481	0	1125
N.S.								
0–4	2	0	0	2	39	32	0	71
5–14	8	2	0	10	157	151	3	311
15–19	18	4	0	22	524	419	1	944
20–24	17	2	0	19	479	337	1	817
25–34	18	9	0	27	653	501	0	1154
35–44	9	7	0	16	364	384	0	748
45–54	8	2	0	10	187	213	1	401
55–64	5	4	0	9	118	154	1	273
65+	22	10	0	32	134	161	0	295
N.S.	2	0	0	2	268	213	15	496
Total	109	40	0	149	2923	2565	22	5510

See footnote (1) on page A2.

(continued)

Persons Killed or Injured in Traffic Collisions by Age Groups and Sex – 1990

	Killed				Injured			
	Male	Female	N.S.	Total	Male	Female	N.S.	Total
N.B.								
0–4	3	1	0	4	68	50	0	118
5–14	10	4	0	14	310	269	0	579
15–19	13	5	0	18	737	489	0	1226
20–24	13	13	0	26	773	455	0	1228
25–34	20	7	0	27	914	672	0	1586
35–44	14	5	0	19	555	495	0	1050
45–54	11	4	0	15	330	274	0	604
55–64	10	3	0	13	183	199	0	382
65+	14	6	0	20	202	237	0	439
N.S.	0	0	0	0	34	34	5	73
Total	108	48	0	156	4106	3174	5	7285
Que.								
0–4	13	10	0	23	545	456	0	1001
5–14	46	28	0	74	2965	2008	1	4974
15–19	82	27	0	109	4646	2957	0	7603
20–24	113	28	0	141	4755	2928	1	7684
25–34	204	63	0	267	7232	4922	0	12154
35–44	86	42	0	128	4229	3724	2	7955
45–54	65	35	0	100	2432	2428	0	4860
55–64	65	30	0	95	1545	1621	0	3166
65+	79	55	0	134	1345	1595	2	2942
N.S.	6	5	1	12	412	389	30	831
Total	759	323	1	1083	30106	23028	36	53170
Ont.								
0–4	15	11	0	26	979	927	166	2072
5–14	25	22	0	47	3678	3157	5	6840
15–19	112	36	0	148	7449	6442	12	13903
20–24	128	52	0	180	9049	6512	4	15565
25–34	159	57	0	216	14084	10833	6	24923
35–44	104	54	0	158	8121	7877	2	16000
45–54	50	29	0	79	4691	4706	1	9398
55–64	60	23	0	83	3214	3165	4	6383
65+	99	82	0	181	2547	3215	4	5766
N.S.	0	0	2	2	221	302	202	725
Total	752	366	2	1120	54033	47138	406	101575
Man.								
0–4	2	2	0	4	136	106	1	243
5–14	3	2	0	5	389	351	0	740
15–19	13	4	0	17	1033	980	0	2013
20–24	9	4	0	13	1048	986	0	2034
25–34	19	3	0	22	1590	1457	0	3047
35–44	11	9	0	20	896	1007	0	1903
45–54	2	4	0	6	479	587	0	1066
55–64	4	2	0	6	338	355	0	693
65+	17	11	0	28	343	392	0	735
N.S.	0	0	0	0	485	490	1	976
Total	80	41	0	121	6737	6711	2	13450

See footnote (2) on page A2.

(continued)

Persons Killed or Injured in Traffic Collisions by Age Groups and Sex – 1990

	Killed				Injured			
	Male	Female	N.S.	Total	Male	Female	N.S.	Total
Sask.								
0–4	2	0	0	2	98	77	0	175
5–14	4	2	0	6	334	312	0	646
15–19	16	6	0	22	787	755	0	1542
20–24	15	8	0	23	565	472	0	1037
25–34	27	5	0	32	832	691	1	1524
35–44	9	5	0	14	460	484	1	945
45–54	10	4	0	14	277	298	1	576
55–64	8	3	0	11	229	218	0	447
65+	22	7	0	29	248	282	0	530
N.S.	0	1	0	1	90	148	11	249
Total	113	41	0	154	3920	3737	14	7671
Alta.								
0–4	9	1	0	10	188	181	0	369
5–14	18	5	0	23	763	661	1	1425
15–19	33	18	0	51	1622	1362	3	2987
20–24	41	10	0	51	1684	1106	2	2792
25–34	73	31	0	104	2520	1851	1	4372
35–44	39	13	0	52	1378	1327	5	2710
45–54	16	8	0	24	794	767	0	1561
55–64	19	12	0	31	463	476	0	939
65+	37	26	0	63	471	511	1	983
N.S.	0	0	0	0	225	229	12	466
Total	285	124	0	409	10108	8471	25	18604
B.C.								
0–4	7	4	0	11	442	404	2	848
5–14	21	17	0	38	1702	1676	5	3383
15–19	70	24	0	94	5521	3925	3	9449
20–24	75	14	0	89	4362	3198	5	7565
25–34	119	29	0	148	6325	4957	4	11286
35–44	63	21	0	84	3661	3530	4	7195
45–54	35	18	0	53	1970	1954	3	3927
55–64	34	21	0	55	1323	1321	4	2648
65+	43	36	0	79	1105	1350	0	2455
N.S.	0	4	0	4	781	856	177	1814
Total	467	188	0	655	27192	23171	207	50570
(2) Yuk.								
0–4								
5–14								
15–19								
20–24								
25–34								
35–44								
45–54								
55–64								
65+								
N.S.								
Total				8				338

See footnote (2) on page A2.

(continued)

Persons Killed or Injured in Traffic Collisions by Age Groups and Sex – 1990

	Killed				Injured			
	Male	Female	N.S.	Total	Male	Female	N.S.	Total
(2) N.W.T.								
0–4								
5–14								
15–19								
20–24								
25–34								
35–44								
45–54								
55–64								
65+								
N.S.								
Total				8				231

See footnote (2) on page A2.

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Type – 1990

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Inj	Total	Fatal	Inj	Total	Fatal	Inj	Total
Automobile	3210	230609	233819	48	2536	2584	25	748	773
Truck (if unspecified)	3	224	227	0	0	0	0	0	0
Bus (if unspecified)	21	854	875	1	4	5	0	0	0
Motorcycle	264	7935	8199	7	85	92	2	45	47
Bicycle	114	11015	11129	0	78	78	0	22	22
Moped	9	632	641	0	2	2	0	0	0
School Bus	21	679	700	0	8	8	0	4	4
Transit Bus (urban)	9	844	853	0	8	8	0	0	0
Intercity Bus	7	217	224	0	1	1	0	0	0
Pick-up or Van under 4536 kg.	1161	53683	54844	16	662	678	11	206	217
Truck over 4536 kg.	215	4723	4938	4	34	38	0	13	13
Tractor and Semi-Trailer	382	4083	4465	3	25	28	2	4	6
Motorhome	14	234	248	0	2	2	0	0	0
Farm or Construction Equipment	12	320	332	0	15	15	1	6	7
Off-Highway("All-Terrain") Vehicle	18	353	371	0	46	46	0	1	1
Motorized Snow Vehicle	25	263	288	2	46	48	0	1	1
Train, Street-car, Other Rail Vehicle	17	150	167	0	0	0	0	0	0
Towed Vehicle, Trailer	2	15	17	0	0	0	0	0	0
Passenger Vehicle (unspecified)	5	420	425	0	0	0	0	0	0
Other/Unspecified	108	4928	5036	2	19	21	1	2	3
Total	5617	322181	327798	83	3571	3654	42	1052	1094

	N.S.			N.B.			Que.		
	Fatal	Inj	Total	Fatal	Inj	Total	Fatal	Inj	Total
Automobile	105	4603	4708	135	5433	5568	952	46864	47816
Truck (if unspecified)	0	7	7	0	0	0	0	0	0
Bus (if unspecified)	2	3	5	0	1	1	14	521	535
Motorcycle	10	218	228	4	191	195	86	2160	2246
Bicycle	2	109	111	3	189	192	45	3728	3773
Moped	0	7	7	0	15	15	9	537	546
School Bus	1	10	11	0	25	25	6	169	175
Transit Bus (urban)	0	5	5	0	2	2	0	0	0
Intercity Bus	0	4	4	1	2	3	0	0	0
Pick-up or Van under 4536 kg.	37	1090	1127	47	1615	1662	233	7895	8128
Truck over 4536 kg.	8	81	89	0	79	79	59	900	959
Tractor and Semi-Trailer	7	58	65	17	159	176	84	806	890
Motorhome	0	1	1	0	2	2	0	0	0
Farm or Construction Equipment	0	14	14	1	20	21	0	0	0
Off-Highway ("All-Terrain") Vehicle	2	14	16	1	16	17	8	141	149
Motorized Snow Vehicle	0	1	1	0	2	2	18	136	154
Train, Street-car, Other Rail Vehicle	0	0	0	0	0	0	0	0	0
Towed Vehicle, Trailer	0	0	0	0	0	0	0	0	0
Passenger Vehicle (unspecified)	0	0	0	0	0	0	4	392	396
Other/Unspecified	0	402	402	0	20	20	77	1773	1850
Total	174	6627	6801	209	7771	7980	1595	66022	67617

See footnote (1) on page A2.

(continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Type – 1990

	Ont.			Man.			Sask.		
	Fatal	Inj	Total	Fatal	Inj	Total	Fatal	Inj	Total
Automobile	999	90580	91579	84	13359	13443	94	5812	5906
Truck (if unspecified)	0	113	113	3	104	107	0	0	0
Bus (if unspecified)	2	177	179	1	15	16	0	2	2
Motorcycle	77	2721	2798	6	217	223	4	166	170
Bicycle	30	3806	3836	5	345	350	4	251	255
Moped	0	37	37	0	7	7	0	4	4
School Bus	11	353	364	0	17	17	0	12	12
Transit Bus (urban)	5	576	581	1	62	63	0	24	24
Intercity Bus	2	160	162	0	4	4	0	3	3
Pick-up or Van under 4536 kg.	305	19357	19662	39	2973	3012	73	2326	2399
Truck over 4536 kg.	64	1874	1938	5	207	212	5	121	126
Tractor and Semi-Trailer	127	1640	1767	14	140	154	18	149	167
Motorhome	3	34	37	0	27	27	1	7	8
Farm or Construction Equipment	4	134	138	1	31	32	2	26	28
Off-Highway("All-Terrain") Vehicle	0	41	41	2	33	35	0	7	7
Motorized Snow Vehicle	1	43	44	0	2	2	1	18	19
Train, Street-car, Other Rail Vehicle	17	150	167	0	0	0	0	0	0
Towed Vehicle, Trailer	0	0	0	0	0	0	0	0	0
Passenger Vehicle (unspecified)	0	0	0	1	27	28	0	0	0
Other/Unspecified	11	1872	1883	0	1	1	0	53	53
Total	1658	123668	125326	162	17571	17733	202	8961	9163

	Alta.			B.C.			(2) Yuk.		
	Fatal	Inj	Total	Fatal	Inj	Total	Fatal	Inj	Total
Automobile	276	14107	14383	479	46052	46531			
Truck (if unspecified)	0	0	0	0	0	0			
Bus (if unspecified)	1	129	130	0	0	0			
Motorcycle	16	619	635	51	1495	1546			
Bicycle	12	609	621	12	1853	1865			
Moped	0	0	0	0	22	22			
School Bus	1	40	41	2	39	41			
Transit Bus (urban)	0	0	0	3	165	168			
Intercity Bus	0	0	0	4	43	47			
Pick-up or Van under 4536 kg.	203	5794	5997	192	11645	11837			
Truck over 4536 kg.	33	493	526	36	910	946			
Tractor and Semi-Trailer	39	422	461	69	671	740			
Motorhome	0	0	0	10	161	171			
Farm or Construction Equipment	1	20	21	2	53	55			
Off-Highway ("All-Terrain") Vehicle	4	30	34	1	23	24			
Motorized Snow Vehicle	0	0	0	3	13	16			
Train, Street-car, Other Rail Vehicle	0	0	0	0	0	0			
Towed Vehicle, Trailer	0	0	0	2	15	17			
Passenger Vehicle (unspecified)	0	0	0	0	0	0			
Other/Unspecified	5	92	97	12	683	695			
Total	591	22355	22946	878	63843	64721	13	422	435

See footnote (2) on page A2.

(continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Type – 1990

	(2) N.W.T.		
	Fatal	Inj	Total
Automobile			
Truck (if unspecified)			
Bus (if unspecified)			
Motorcycle			
Bicycle			
Moped			
School Bus			
Transit Bus (urban)			
Intercity Bus			
Pick–up or Van under 4536 kg.			
Truck over 4536 kg.			
Tractor and Semi–Trailer			
Motorhome			
Farm or Construction Equipment			
Off–Highway("All–Terrain") Vehicle			
Motorized Snow Vehicle			
Train, Street–car, Other Rail Vehicle			
Towed Vehicle, Trailer			
Passenger Vehicle (unspecified)			
Other/Unspecified			
Total	10	298	308

See footnote (2) on page A2.

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Condition – 1990

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
No Apparent Defect	5361	312507	317868	80	3460	3540	40	1023	1063
Defective Brakes	38	1140	1178	2	39	41	1	10	11
Defective Steering	2	308	310	0	17	17	0	4	4
Defective Lighting (Headlights/Taillights)	10	353	363	0	10	10	0	2	2
Defective Engine Controls, Drive Train	3	266	269	0	9	9	0	3	3
Defective Suspension or Wheels	1	153	154	0	5	5	0	3	3
Defective Tires (Puncture/Blowout)	17	827	844	1	15	16	1	2	3
Defective Tow Hitch/Yoke	1	42	43	0	3	3	0	1	1
Defective Exhaust System	0	1	1	0	0	0	0	1	1
Hood, Tailgate, Door or Covering Opened	0	20	20	0	0	0	0	0	0
Overloaded, Loaded Incorrectly, Over-Sized	4	72	76	0	0	0	0	2	2
Other/Not Specified	180	6492	6672	0	13	13	0	1	1
Total	5617	322181	327798	83	3571	3654	42	1052	1094

	N.S.			N.B.			(2) Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
No Apparent Defect	173	6415	6588	204	7494	7698			
Defective Brakes	0	56	56	2	76	78			
Defective Steering	0	40	40	0	35	35			
Defective Lighting (Headlights/Taillights)	0	4	4	1	23	24			
Defective Engine Controls, Drive Train	0	14	14	0	16	16			
Defective Suspension or Wheels	0	12	12	0	18	18			
Defective Tires (Puncture/Blowout)	1	33	34	2	72	74			
Defective Tow Hitch/Yoke	0	2	2	0	2	2			
Defective Exhaust System	0	0	0	0	0	0			
Hood, Tailgate, Door or Covering Opened	0	2	2	0	0	0			
Overloaded, Loaded Incorrectly, Over-Sized	0	4	4	0	0	0			
Other/Not Specified	0	45	45	0	35	35			
Total	174	6627	6801	209	7771	7980	1595	66022	67617

	Ont.			Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
No Apparent Defect	1533	118157	119690	159	17344	17503	192	8578	8770
Defective Brakes	8	331	339	0	72	72	0	71	71
Defective Steering	0	51	51	0	25	25	0	26	26
Defective Lighting (Headlights/Taillights)	0	89	89	0	12	12	4	27	31
Defective Engine Controls, Drive Train	1	46	47	0	23	23	1	33	34
Defective Suspension or Wheels	0	37	37	1	11	12	0	22	22
Defective Tires (Puncture/Blowout)	0	206	206	1	67	68	1	62	63
Defective Tow Hitch/Yoke	0	5	5	0	1	1	1	8	9
Defective Exhaust System	0	0	0	0	0	0	0	0	0
Hood, Tailgate, Door or Covering Opened	0	0	0	0	3	3	0	11	11
Overloaded, Loaded Incorrectly, Over-Sized	0	0	0	1	11	12	0	0	0
Other/Not Specified	116	4746	4862	0	2	2	3	143	146
Total	1658	123668	125326	162	17571	17733	202	8981	9183

See footnotes (1) and (2) on page A2.

(continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Condition – 1990

	Alta.			B.C.			(2) Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
No Apparent Defect	586	22001	22567	870	63297	64167			
Defective Brakes	10	72	82	4	177	181			
Defective Steering	0	0	0	1	46	47			
Defective Lighting (Headlights/Taillights)	2	46	48	0	67	67			
Defective Engine Controls, Drive Train	0	0	0	0	67	67			
Defective Suspension or Wheels	0	0	0	0	13	13			
Defective Tires (Puncture/Blowout)	4	82	86	1	117	118			
Defective Tow Hitch/Yoke	0	0	0	0	11	11			
Defective Exhaust System	0	0	0	0	0	0			
Hood, Tailgate, Door or Covering Opened	0	0	0	0	0	0			
Overloaded, Loaded Incorrectly, Over-Sized	0	0	0	2	40	42			
Other/Not Specified	9	154	163	0	8	8			
Total	591	22355	22946	878	63843	64721	13	422	435

	(2) N.W.T.		
	Fatal	Injury	Total
No Apparent Defect			
Defective Brakes			
Defective Steering			
Defective Lighting (Headlights/Taillights)			
Defective Engine Controls, Drive Train			
Defective Suspension or Wheels			
Defective Tiros (Puncture/Blowout)			
Defective Tow Hitch/Yoke			
Defective Exhaust System			
Hood, Tailgate, Door or Covering Opened			
Overloaded, Loaded Incorrectly, Over-Sized			
Other/Not Specified			
Total	10	298	308

See footnote (2) on page A2.

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Manoeuvre – 1990

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Going Straight Ahead	4307	187344	191651	65	2191	2256	34	719	753
Turning Left	290	32167	32457	7	381	388	2	124	126
Turning Right	49	9077	9126	1	106	107	0	19	19
Making U-Turn	15	920	935	0	15	15	0	2	2
Changing Lanes	77	5102	5179	1	23	24	0	9	9
Merging	17	1633	1650	0	4	4	0	1	1
Reversing	47	3039	3086	2	71	73	0	10	10
Overtaking	168	3746	3914	2	32	34	1	15	16
Starting/Slowing/Stopped in Traffic	175	57945	58120	1	656	657	2	120	122
Starting From Parked Position/ Leaving Roadside	17	1545	1562	0	23	23	0	4	4
Skidding/Swerving to Avoid Object	92	3827	3919	0	0	0	0	0	0
Parked	143	6605	6748	3	61	64	2	25	27
Other/Unspecified	220	9231	9451	1	8	9	1	4	5
Total	5617	322181	327798	83	3571	3654	42	1052	1094

	N.S.			N.B.			Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Going Straight Ahead	151	4270	4421	171	5262	5433	1224	41983	43207
Turning Left	8	698	706	10	795	805	86	6781	6867
Turning Right	2	201	203	4	211	215	15	2020	2035
Making U-Turn	1	18	19	0	21	21	3	154	157
Changing Lanes	0	37	37	2	51	53	14	532	546
Merging	1	17	18	0	31	31	9	789	798
Reversing	1	75	76	1	98	99	22	779	801
Overtaking	5	74	79	7	147	154	56	839	895
Starting/Slowing/Stopped in Traffic	4	800	804	4	949	953	36	7454	7490
Starting From Parked Position/ Leaving Roadside	1	36	37	1	47	48	2	330	332
Skidding/Swerving to Avoid Object	0	0	0	0	0	0	2	118	120
Parked	0	113	113	8	140	148	54	1873	1927
Other/Unspecified	0	288	288	1	19	20	72	2370	2442
Total	174	6627	6801	209	7771	7980	1595	66022	67617

See footnote (1) on page A2.

(continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Manoeuvre – 1990

	Ont.			(2) Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Going Straight Ahead	1338	71430	72768				172	5781	5953
Turning Left	75	12292	12367				12	762	774
Turning Right	9	3021	3030				1	301	302
Making U-Turn	7	409	416				0	22	22
Changing Lanes	37	2910	2947				1	95	96
Merging	3	310	313				0	12	12
Reversing	9	900	909				1	65	66
Overtaking	47	1631	1678				6	51	57
Starting/Slowing/Stopped in Traffic	74	27190	27264				5	1535	1540
Starting From Parked Position/ Leaving Roadside	9	627	636				0	30	30
Skidding/Swerving to Avoid Object	0	0	0				0	0	0
Parked	20	1775	1795				3	239	242
Other/Unspecified	32	1173	1205				1	88	89
Total	1658	123668	125326	162	17571	17733	202	8981	9183

	(2) Alta.			B.C.			(2) Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Going Straight Ahead				559	32073	32632			
Turning Left				50	6276	6326			
Turning Right				10	2053	2063			
Making U-Turn				2	163	165			
Changing Lanes				11	801	812			
Merging				2	263	265			
Reversing				5	658	663			
Overtaking				20	484	504			
Starting/Slowing/Stopped in Traffic				25	11931	11956			
Starting From Parked Position/ Leaving Roadside				2	253	255			
Skidding/Swerving to Avoid Object				77	3226	3303			
Parked				33	1546	1579			
Other/Unspecified				82	4116	4198			
Total	591	22355	22946	878	63843	64721	13	422	435

See footnote (2) on page A2.

(continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Manoeuvre – 1990

	(2) N.W.T.		
	Fatal	Injury	Total
Going Straight Ahead			
Turning Left			
Turning Right			
Making U-Turn			
Changing Lanes			
Merging			
Reversing			
Overtaking			
Starting/Slowing/Stopped in Traffic			
Starting From Parked Position/ Leaving Roadside			
Skidding/Swerving to Avoid Object			
Parked			
Other/Unspecified			
Total	10	298	308

See footnote (2) on page A2.

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Year – 1990

	(1) Canada			Nfld.			P.E.I.			N.S.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Model 1990–91	424	21537	21961	5	221	226	0	63	63	13	351	364
Model 1989	615	31279	31894	13	449	462	5	77	82	21	636	657
Model 1988	589	32624	33213	11	443	454	4	89	93	14	739	753
Model 1987	524	28951	29475	9	398	407	2	90	92	21	571	592
Model 1986	462	30392	30854	5	354	359	1	126	127	21	733	754
Model 1985	508	27900	28408	6	333	339	5	110	115	17	653	670
Model 1984	425	25189	25614	8	368	376	6	101	107	17	645	662
Model 1983	261	16391	16652	5	245	250	3	84	87	8	399	407
Model 1982 or Older	1514	86241	87755	21	652	673	16	312	328	39	1524	1563
Other/Unspecified	295	21677	21972	0	108	108	0	0	0	3	376	379
Total	5617	322181	327798	83	3571	3654	42	1052	1094	174	6627	6801

	N.B.			Que.			Ont.			Man.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Model 1990–91	39	1200	1239	114	4373	4487	129	8678	8807	8	702	710
Model 1989	33	762	795	136	6434	6570	216	13146	13362	18	1203	1221
Model 1988	15	653	668	180	6855	7035	188	13522	13710	11	1400	1411
Model 1987	20	785	805	167	5960	6127	162	12027	12189	13	1318	1331
Model 1986	22	708	730	121	5906	6027	154	12261	12415	8	1620	1628
Model 1985	23	743	766	134	5856	5990	156	11100	11256	16	1361	1377
Model 1984	9	482	491	155	5715	5870	106	9640	9746	13	1337	1350
Model 1983	12	337	349	75	3283	3358	80	6513	6593	6	857	863
Model 1982 or Older	36	2101	2137	347	13354	13701	421	30805	31226	63	6923	6986
Other/Unspecified	0	0	0	166	8286	8452	46	5976	6022	6	850	856
Total	209	7771	7980	1595	66022	67617	1658	123668	125326	162	17571	17733

	Sask.			Alta.			(2) B.C.			(2) Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Model 1990–91	12	327	339	36	1306	1342						
Model 1989	16	531	547	58	1773	3173						
Model 1988	15	580	595	57	1805	5035						
Model 1987	9	573	582	37	1428	6500						
Model 1986	15	713	728	41	1881	7080						
Model 1985	15	595	610	54	1558	6861						
Model 1984	13	543	556	30	1310	6339						
Model 1983	10	459	469	20	929	5823						
Model 1982 or Older	87	3949	4036	241	9339	13481						
Other/Unspecified	10	711	721	17	1026	1043						
Total	202	8981	9183	591	22355	22946	878	63843	64721	13	422	435

See footnotes (1) and (2) on page A2.

(continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Year – 1990

	(2) N.W.T.		
	Fatal	Injury	Total
Model 1990–91			
Model 1989			
Model 1988			
Model 1987			
Model 1986			
Model 1985			
Model 1984			
Model 1983			
Model 1982 or Older			
Other/Unspecified			
Total	10	298	308

See footnote (2) on page A2.

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Sex – 1990

	(1) Canada			Nfld.			P.E.I.			N.S.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Male	4418	209791	214209	67	2373	2440	30	744	774	140	3724	3864
Female	1016	95766	96782	11	1099	1110	9	274	283	32	1951	1983
N.S.	77	9670	9747	4	91	95	3	34	37	2	952	954
Total	5511	315227	320738	82	3563	3645	42	1052	1094	174	6627	6801

	N.B.			Que.			Ont.			Man.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Male	169	5273	5442	1297	46194	47491	1302	80800	82102	117	10891	11008
Female	30	2262	2292	268	17705	17973	318	37670	37988	35	5864	5899
N.S.	1	40	41	30	2123	2153	18	3423	3441	1	65	66
Total	200	7575	7775	1595	66022	67617	1638	121893	123531	153	16820	16973

	Sask.			Alta.			B.C.			(2) Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Male	159	5541	5700	454	14512	14966	664	39270	39934			
Female	36	2961	2997	120	6911	7031	153	18855	19008			
N.S.	4	240	244	0	391	391	14	2289	2303			
Total	199	8742	8941	574	21814	22388	831	60414	61245	13	413	426

	(2) N.W.T.		
	Fatal	Injury	Total
Male			
Female			
N.S.			
Total	10	292	302

See footnotes (1) and (2) on page A2.

Drivers Involved in Fatal or Personal Injury Injury Collisions by Driver Condition – 1990

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Apparently Normal	3763	264663	268426	61	3298	3359	22	845	867
Fatigued, Fell Asleep	112	2103	2215	1	23	24	1	30	31
Medical/Physical Disability	25	1017	1042	1	10	11	0	9	9
Ability Impaired by Alcohol	677	8083	8760	8	41	49	8	40	48
Ability Impaired by Drugs	11	185	196	0	0	0	0	0	0
Had Been Drinking	425	10155	10580	7	81	88	6	44	50
Other/Unspecified	498	29021	29519	4	110	114	5	84	89
Total	5511	315227	320738	82	3563	3845	42	1052	1094

	N.S.			N.B.			(2) Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Apparently Normal	98	4428	4526	146	6278	6424			
Fatigued, Fell Asleep	5	119	124	4	154	158			
Medical/Physical Disability	0	3	3	2	22	24			
Ability Impaired by Alcohol	34	160	194	14	248	262			
Ability Impaired by Drugs	0	3	3	2	1	3			
Had Been Drinking	6	203	209	18	373	391			
Other/Unspecified	31	1711	1742	14	499	513			
Total	174	6627	6801	200	7575	7775	1595	66022	67617

	Ont.			Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Apparently Normal	1122	102588	103710	122	16341	16463	63	4536	4599
Fatigued, Fell Asleep	34	648	682	3	76	79	14	205	219
Medical/Physical Disability	6	455	461	1	5	6	1	25	26
Ability Impaired by Alcohol	208	3060	3268	16	191	207	48	226	274
Ability Impaired by Drugs	2	77	79	0	6	6	2	23	25
Had Been Drinking	101	3749	3850	11	138	149	16	447	463
Other/Unspecified	165	11316	11481	0	63	63	55	3280	3335
Total	1638	121893	123531	153	16820	16973	199	8742	8941

	Alta.			(2) B.C.			(2) Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Apparently Normal	457	19602	20059						
Fatigued, Fell Asleep	0	0	0						
Medical/Physical Disability	3	78	81						
Ability Impaired by Alcohol	40	857	897						
Ability Impaired by Drugs	0	0	0						
Had Been Drinking	71	1024	1095						
Other/Unspecified	3	253	256						
Total	574	21814	22388	831	60414	61245	13	413	426

See footnotes (1) and (2) on page A2.

(continued)

Drivers Involved in Fatal and Personal Injury Traffic Collisions by Driver Condition – 1990

	(2) N.W.T.				
	Fatal	Injury	Total		
Apparently Normal					
Fatigued, Fell Asleep					
Medical/Physical Disability					
Ability Impaired by Alcohol					
Ability Impaired by Drugs					
Had Been Drinking					
Other/Unspecified					
Total	10	292	302		

See footnote (2) on page A2.

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Action – 1990

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	atal	Injury	Total
Driving / Parked Properly	2565	160598	163163	33	1776	1809	15	415	430
Following Too Closely	29	20620	20649	0	66	66	0	33	33
Turning Improperly	99	9990	10089	0	22	22	0	13	13
Failed to Signal	4	67	71	0	6	6	0	2	2
Driving Too Fast for Conditions	396	19678	20074	15	231	246	5	97	102
Exceeding Speed Limit	383	4158	4541	6	41	47	6	39	45
Passing Improperly	95	2665	2760	1	27	28	0	0	0
Changing Lanes Improperly, Cutting In	43	4639	4682	0	0	0	1	25	26
Failed to Yield Right-of-Way	337	24875	25212	7	142	149	3	95	98
Disobeyed Stop Sign / Traffic Signal Light	275	12669	12944	1	72	73	3	25	28
On Wrong Side / Wrong Way on 1-Way	142	804	946	0	0	0	0	2	2
Merging / Starting from Curb Improperly	0	0	0	0	0	0	0	0	0
Passing Vehicle Stopped for Pedestrian	0	23	23	0	0	0	0	0	0
Backing Unsafely	7	528	535	1	28	29	0	5	5
Parked Improperly	0	7	7	0	0	0	0	0	0
Inattentive / Careless Driving	200	11469	11669	18	1150	1168	7	264	271
Lost Control / Drove off Road	502	18033	18535	0	0	0	0	0	0
Driverless Vehicle/Ran Out of Control	2	12	14	0	0	0	0	0	0
Other / Unspecified	432	24392	24824	0	2	2	2	37	39
Total	5511	315227	320738	82	3563	3645	42	1052	1094

	N.S.			N.B.			(2) Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Driving / Parked Properly	143	6127	6270	116	3943	4059			
Following Too Closely	1	50	51	1	93	94			
Turning Improperly	1	24	25	1	42	43			
Failed to Signal	1	5	6	0	3	3			
Driving Too Fast for Conditions	14	120	134	16	440	456			
Exceeding Speed Limit	10	31	41	13	125	138			
Passing Improperly	0	0	0	5	91	96			
Changing Lanes Improperly, Cutting In	3	36	39	0	0	0			
Failed to Yield Right-of-Way	1	177	178	5	294	299			
Disobeyed Stop Sign / Traffic Signal Light	0	32	32	1	74	75			
On Wrong Side / Wrong Way on 1-Way	0	19	19	1	16	17			
Merging / Starting from Curb Improperly	0	0	0	0	0	0			
Passing Vehicle Stopped for Pedestrian	0	0	0	0	0	0			
Backing Unsafely	0	6	6	0	16	16			
Parked Improperly	0	0	0	0	0	0			
Inattentive / Careless Driving	0	0	0	41	2438	2479			
Lost Control / Drove off Road	0	0	0	0	0	0			
Driverless Vehicle/Ran Out of Control	0	0	0	0	0	0			
Other / Unspecified	0	0	0	0	0	0			
Total	174	6627	6801	200	7575	7775	1595	66022	67617

See footnotes (1) and (2) on page A2.

(continued)

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Action – 1990

	Ont.			Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Driving / Parked Properly	694	56855	57549	88	12407	12495	83	3452	3535
Following Too Closely	11	9286	9297	0	894	894	1	378	379
Turning Improperly	29	4212	4241	0	256	256	3	101	104
Failed to Signal	0	0	0	1	9	10	0	0	0
Driving Too Fast for Conditions	110	8221	8331	14	730	744	16	641	657
Exceeding Speed Limit	155	2023	2178	8	62	70	15	160	175
Passing Improperly	30	1135	1165	1	41	42	8	163	171
Changing Lanes Improperly, Cutting In	16	2201	2217	1	100	101	0	0	0
Failed to Yield Right-of-Way	118	11839	11957	6	604	610	18	750	768
Disobeyed Stop Sign / Traffic Signal Light	87	5443	5530	6	389	395	9	357	366
On Wrong Side / Wrong Way on 1-Way	3	160	163	5	18	23	0	0	0
Merging / Starting from Curb Improperly	0	0	0	0	0	0	0	0	0
Passing Vehicle Stopped for Pedestrian	0	0	0	0	14	14	0	0	0
Backing Unsafely	0	0	0	0	85	85	0	26	26
Parked Improperly	0	0	0	0	4	4	0	0	0
Inattentive / Careless Driving	0	0	0	3	351	354	42	2640	2682
Lost Control / Drove off Road	186	9062	9248	16	443	459	0	0	0
Driverless Vehicle/Ran Out of Control	0	0	0	1	7	8	0	0	0
Other / Unspecified	199	11456	11655	3	406	409	4	74	78
Total	1638	121893	123531	153	16820	16973	199	8742	8941

	Alta.			(2) B.C.			(2) Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Driving / Parked Properly	253	10849	11102						
Following Too Closely	2	1503	1505						
Turning Improperly	21	1291	1312						
Failed to Signal	0	15	15						
Driving Too Fast for Conditions	30	1261	1291						
Exceeding Speed Limit	0	0	0						
Passing Improperly	8	133	141						
Changing Lanes Improperly, Cutting In	3	406	409						
Failed to Yield Right-of-Way	29	941	970						
Disobeyed Stop Sign / Traffic Signal Light	46	1167	1213						
On Wrong Side / Wrong Way on 1-Way	70	265	335						
Merging / Starting from Curb Improperly	0	0	0						
Passing Vehicle Stopped for Pedestrian	0	0	0						
Backing Unsafely	3	149	152						
Parked Improperly	0	0	0						
Inattentive / Careless Driving	0	0	0						
Lost Control / Drove off Road	77	1255	1332						
Driverless Vehicle/Ran Out of Control	0	0	0						
Other / Unspecified	32	2579	2611						
Total	574	21814	22388	831	60414	61245	13	413	426

See footnote (2) on page A2.

(continued)

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Action – 1990

	(2) N.W.T.		
	Fatal	Injury	Total
Driving / Parked Properly			
Following Too Closely			
Turning Improperly			
Failed to Signal			
Driving Too Fast for Conditions			
Exceeding Speed Limit			
Passing Improperly			
Changing Lanes Improperly, Cutting In			
Failed to Yield Right-of-Way			
Disobeyed Stop Sign / Traffic Signal Light			
On Wrong Side / Wrong Way on 1-Way			
Merging / Starting from Curb Improperly			
Passing Vehicle Stopped for Pedestrian			
Backing Unsafely			
Parked Improperly			
Inattentive / Careless Driving			
Lost Control / Drove off Road			
Driverless Vehicle/Ran Out of Control			
Other / Unspecified			
Total	10	292	302

See footnote (2) on page A2.

Table A23

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Age – 1990

	(1) Canada			Nfld.			P.E.I.			N.S.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Age Group 15 & Under	66	4312	4378	0	62	62	1	16	17	2	61	63
Age Group 16–19	563	35837	36400	17	415	432	6	228	234	27	807	834
Age Group 20–24	851	48053	48904	12	650	662	4	177	181	25	852	877
Age Group 25–34	1516	85282	86798	17	896	913	10	234	244	44	1446	1490
Age Group 35–44	1019	58423	59442	18	684	702	8	137	145	27	973	1000
Age Group 45–54	548	33046	33594	7	397	404	5	95	100	17	531	548
Age Group 55–64	403	20685	21088	1	204	205	2	68	70	7	336	343
Age Group 65+	435	16410	16845	6	172	178	6	97	103	23	332	355
Not Specified	110	13179	13289	4	83	87	0	0	0	2	1289	1291
Total	5511	315227	320738	82	3583	3645	42	1052	1094	174	6627	6801

	N.B.			Que.			Ont.			Man.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Age Group 15 & Under	3	127	130	26	1723	1749	17	1614	1631	0	44	44
Age Group 16–19	21	997	1018	139	6813	6952	156	12390	12546	17	2288	2305
Age Group 20–24	32	1257	1289	239	9497	9736	262	18602	18864	20	2748	2768
Age Group 25–34	51	1986	2037	464	17430	17894	431	34598	35029	45	4704	4749
Age Group 35–44	47	1432	1479	272	12276	12548	327	23117	23444	29	3142	3171
Age Group 45–54	17	778	795	177	7291	7468	173	13341	13514	10	1709	1719
Age Group 55–64	13	469	482	125	4435	4560	121	8446	8567	10	1113	1123
Age Group 65+	14	473	487	88	2900	2988	133	6361	6494	21	1016	1037
Not Specified	2	56	58	65	3657	3722	18	3424	3442	1	56	57
Total	200	7575	7775	1595	66022	67617	1638	121893	123531	153	16820	16973

	Sask.			Alta.			B.C.			(2) Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Age Group 15 & Under	5	183	188	12	426	438	0	46	46			
Age Group 16–19	27	1485	1512	69	2830	2899	82	7504	7586			
Age Group 20–24	27	1250	1277	79	3417	3496	147	9496	9643			
Age Group 25–34	43	2018	2061	165	6121	6286	240	15658	15898			
Age Group 35–44	31	1393	1424	103	4004	4107	153	11134	11287			
Age Group 45–54	19	772	791	48	2126	2174	73	5932	6005			
Age Group 55–64	19	576	595	41	1287	1328	62	3705	3767			
Age Group 65+	25	599	624	57	1047	1104	60	3376	3436			
Not Specified	3	466	469	0	556	556	14	3563	3577			
Total	199	8742	8941	574	21814	22388	831	60414	61245	13	413	426

	(2) N.W.T.		
	Fatal	Injury	Total
Age Group 15 & Under			
Age Group 16–19			
Age Group 20–24			
Age Group 25–34			
Age Group 35–44			
Age Group 45–54			
Age Group 55–64			
Age Group 65+			
Not Specified			
Total	10	292	302

See footnotes (1) and (2) on page A2.

Pedestrians Killed or Injured in Traffic Collisions by Age Groups and Pedestrian Action – 1990

	0–4	5–14	15–19	20–24	25–34	35–44	45–54	55–64	65+	N.S.	Total
(1) Canada											
Crossing Intersection with Right-of-Way	52	346	232	258	450	333	255	262	457	77	2722
Crossing Intersection without Right-of-Way	22	344	221	157	256	163	116	137	211	80	1707
Crossing Intersection/Highway, No Traffic Control	106	871	335	288	488	410	291	314	621	185	3909
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	50	155	165	132	189	116	68	59	66	48	1048
On Sidewalk/Shoulder/Median/Safety Zone	27	124	115	93	156	101	76	76	109	25	902
Coming From Behind Parked/Moving Vehicle	144	477	101	62	119	82	59	39	73	46	1202
Running Into Roadway	115	611	114	72	96	61	26	21	23	18	1157
Pushing/Working/Riding on Vehicle	0	14	16	18	29	17	16	6	8	8	132
Other/Unspecified	139	693	492	399	744	469	300	252	366	310	4164
Total	655	3635	1791	1479	2527	1752	1207	1166	1934	797	16943
Nfld.											
Crossing Intersection with Right-of-Way	2	3	1	0	3	2	0	0	3	0	14
Crossing Intersection without Right-of-Way	0	1	0	1	0	1	0	0	0	0	3
Crossing Intersection/Highway, No Traffic Control	2	17	8	3	6	5	2	5	5	0	53
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	5	9	8	7	7	5	3	5	9	0	58
On Sidewalk/Shoulder/Median/Safety Zone	2	2	1	2	1	3	0	0	0	0	11
Coming From Behind Parked/Moving Vehicle	2	8	3	2	2	2	0	1	1	0	21
Running Into Roadway	4	35	3	1	1	0	0	1	1	0	46
Pushing/Working/Riding on Vehicle	0	0	0	1	0	0	0	0	0	0	1
Other/Unspecified	0	0	0	0	0	0	0	0	0	57	57
Total	17	75	24	17	20	18	5	12	19	57	264
P.E.I.											
Crossing Intersection with Right-of-Way	0	2	0	0	0	0	1	0	0	0	3
Crossing Intersection without Right-of-Way	1	0	1	1	0	0	0	1	1	0	5
Crossing Intersection/Highway, No Traffic Control	0	0	0	0	0	1	0	1	0	0	2
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	1	0	2	1	3	1	0	0	0	1	9
On Sidewalk/Shoulder/Median/Safety Zone	0	0	2	0	0	0	1	0	1	0	4
Coming From Behind Parked/Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0
Running Into Roadway	0	1	1	0	0	0	0	1	0	0	3
Pushing/Working/Riding on Vehicle	0	0	0	0	0	0	0	0	0	0	0
Other/Unspecified	0	2	4	0	0	0	0	1	1	0	8
Total	2	5	10	2	3	2	2	4	3	1	34
N.S.											
Crossing Intersection with Right-of-Way	0	3	0	0	4	2	1	3	0	1	14
Crossing Intersection without Right-of-Way	0	0	0	1	0	1	1	0	0	2	5
Crossing Intersection/Highway, No Traffic Control	2	23	10	8	8	12	9	8	13	30	123
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	3	7	6	2	4	2	2	4	4	7	41
On Sidewalk/Shoulder/Median/Safety Zone	2	0	2	1	2	0	1	1	1	4	14
Coming From Behind Parked/Moving Vehicle	0	7	1	1	0	2	0	0	3	5	19
Running Into Roadway	2	28	2	3	0	0	1	0	3	6	45
Pushing/Working/Riding on Vehicle	0	1	0	0	0	0	0	1	0	0	2
Other/Unspecified	0	7	8	5	10	6	3	1	0	6	46
Total	9	76	29	21	28	25	18	18	24	61	309

See footnote (1) on page A2.

(continued)

Pedestrians Killed or Injured in Traffic Collisions by Age Groups and Pedestrian Action – 1990

	0–4	5–14	15–19	20–24	25–34	35–44	45–54	55–64	65+	N.S.	Total
N.B.											
Crossing Intersection with Right–of–Way	0	11	4	5	3	4	6	5	3	1	42
Crossing Intersection without Right–of–Way	0	5	0	0	0	0	0	0	1	0	6
Crossing Intersection/Highway, No Traffic Control	1	15	6	6	7	5	7	8	22	1	78
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	1	12	8	10	9	5	5	4	3	1	58
On Sidewalk/Shoulder/Median/Safety Zone	0	1	2	1	3	0	3	6	0	1	17
Coming From Behind Parked/Moving Vehicle	1	4	3	0	2	3	0	0	2	1	16
Running Into Roadway	7	29	5	3	2	4	0	0	3	0	53
Pushing/Working/Riding on Vehicle	0	1	0	3	1	1	2	0	0	1	9
Other/Unspecified	3	4	4	5	4	4	2	2	3	2	33
Total	13	82	32	33	31	26	25	25	37	8	312
Quebec											
Crossing Intersection with Right–of–Way	5	70	34	44	82	61	56	66	108	21	547
Crossing Intersection without Right–of–Way	1	97	53	30	53	28	27	32	65	25	411
Crossing Intersection/Highway, No Traffic Control	52	399	111	91	154	164	106	113	234	45	1469
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	3	16	12	7	12	14	5	5	10	3	87
On Sidewalk/Shoulder/Median/Safety Zone	7	52	53	36	54	34	31	31	46	10	354
Coming From Behind Parked/Moving Vehicle	49	196	27	24	50	27	22	19	33	14	461
Running Into Roadway	0	0	0	0	0	0	0	0	0	0	0
Pushing/Working/Riding on Vehicle	0	0	0	0	0	0	0	0	0	0	0
Other/Unspecified	58	279	150	115	239	164	108	90	118	47	1368
Total	175	1109	440	347	644	492	355	356	614	165	4697
Ontario											
Crossing Intersection with Right–of–Way	30	157	121	143	242	170	127	122	216	21	1349
Crossing Intersection without Right–of–Way	16	182	125	94	155	96	66	77	113	29	953
Crossing Intersection/Highway, No Traffic Control	5	102	63	44	99	67	49	64	127	10	630
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	7	48	61	47	70	47	30	20	21	5	356
On Sidewalk/Shoulder/Median/Safety Zone	13	55	41	44	75	54	33	31	49	6	401
Coming From Behind Parked/Moving Vehicle	44	138	33	20	25	19	20	10	12	5	326
Running Into Roadway	80	437	88	55	83	48	22	17	14	9	853
Pushing/Working/Riding on Vehicle	0	5	3	5	13	7	4	1	3	0	41
Other/Unspecified	30	198	126	132	207	126	84	73	93	15	1084
Total	225	1322	661	584	969	634	435	415	648	100	5993
Manitoba											
Crossing Intersection with Right–of–Way	1	14	8	8	12	8	5	5	12	9	82
Crossing Intersection without Right–of–Way	1	9	10	4	7	8	5	2	5	8	59
Crossing Intersection/Highway, No Traffic Control	3	21	9	5	4	6	6	6	9	13	82
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	4	4	5	3	0	0	0	0	0	4	20
On Sidewalk/Shoulder/Median/Safety Zone	1	3	3	1	7	1	1	1	3	2	23
Coming From Behind Parked/Moving Vehicle	9	23	8	2	2	3	2	2	3	5	59
Running Into Roadway	0	0	0	0	0	0	0	0	0	0	0
Pushing/Working/Riding on Vehicle	0	4	2	2	1	0	1	0	1	1	12
Other/Unspecified	19	69	32	25	45	20	17	10	32	58	327
Total	38	147	77	50	78	46	37	26	65	100	664

See footnote (2) on page A2.

(continued)

Pedestrians Killed or Injured in Traffic Collisions by Age Groups and Pedestrian Action – 1990

	0–4	5–14	15–19	20–24	25–34	35–44	45–54	55–64	65+	N.S.	Total
Saskatchewan											
Crossing Intersection with Right–of–Way	4	15	9	4	10	10	8	8	17	4	89
Crossing Intersection without Right–of–Way	0	5	0	2	1	4	3	1	2	0	18
Crossing Intersection/Highway, No Traffic Control	4	24	14	4	6	11	6	9	14	5	97
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	0	5	7	6	9	6	3	2	1	1	40
On Sidewalk/Shoulder/Median/Safety Zone	0	2	2	1	2	1	0	0	1	0	9
Coming From Behind Parked/Moving Vehicle	7	11	0	0	4	2	3	1	2	0	30
Running Into Roadway	14	35	6	5	3	4	1	0	0	2	70
Pushing/Working/Riding on Vehicle	0	2	6	2	2	4	1	3	2	0	22
Other/Unspecified	0	14	9	6	9	6	5	2	7	6	64
Total	29	113	53	30	46	48	30	26	46	18	439
(2) Alberta											
Crossing Intersection with Right–of–Way											
Crossing Intersection without Right–of–Way											
Crossing Intersection/Highway, No Traffic Control											
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge											
On Sidewalk/Shoulder/Median/Safety Zone											
Coming From Behind Parked/Moving Vehicle											
Running Into Roadway											
Pushing/Working/Riding on Vehicle											
Other/Unspecified											
Total											1236
B.C.											
Crossing Intersection with Right–of–Way	6	45	38	35	60	51	32	33	64	14	378
Crossing Intersection without Right–of–Way	1	19	15	12	21	13	5	14	8	10	118
Crossing Intersection/Highway, No Traffic Control	29	205	89	105	167	108	84	76	150	67	1080
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	22	42	44	39	61	27	15	15	13	22	300
On Sidewalk/Shoulder/Median/Safety Zone	0	0	0	0	0	0	0	0	0	0	0
Coming From Behind Parked/Moving Vehicle	21	54	18	8	25	18	8	3	12	13	180
Running Into Roadway	0	0	0	0	0	0	0	0	0	0	0
Pushing/Working/Riding on Vehicle	0	0	4	4	10	4	7	1	1	5	36
Other/Unspecified	19	68	122	81	174	108	58	54	85	97	866
Total	98	433	330	284	518	329	209	196	333	228	2958
(2) Yukon											
Crossing Intersection with Right–of–Way											
Crossing Intersection without Right–of–Way											
Crossing Intersection/Highway, No Traffic Control											
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge											
On Sidewalk/Shoulder/Median/Safety Zone											
Coming From Behind Parked/Moving Vehicle											
Running Into Roadway											
Pushing/Working/Riding on Vehicle											
Other/Unspecified											
Total											23

See footnote (2) on page A2.

(continued)

Pedestrians Killed or Injured in Traffic Collisions by Age Groups and Pedestrian Action – 1990

(2) N.W.T.	0–4	5–14	15–19	20–24	25–34	35–44	45–54	55–64	65+	N.S.	Total
Crossing Intersection with Right–of–Way											
Crossing Intersection without Right–of–Way											
Crossing Intersection/Highway, No Traffic Control											
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge											
On Sidewalk/Shoulder/Median/Safety Zone											
Coming From Behind Parked/Moving Vehicle											
Running Into Roadway											
Pushing/Working/Riding on Vehicle											
Other/Unspecified											
Total											15

See footnote (2) on page A2.

Pedestrians Killed or Injured in Traffic Collisions by Place of Occurrence – 1990

	(1) Canada			Nfld.			P.E.I.			N.S.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Urban	352	14751	15103	7	142	149	0	4	4	8	173	181
Rural	214	1199	1413	4	23	27	7	17	24	13	27	40
N.S.	17	410	427	4	84	88	0	6	6	0	88	88
Total	583	16360	16943	15	249	264	7	27	34	21	288	309

	N.B.			Que.			Ont.			Man.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Urban	15	239	223	120	4170	4290	111	5427	5538	13	622	635
Rural	15	43	42	55	207	262	43	412	455	1	28	29
N.S.	0	0	0	3	142	145	0	0	0	0	0	0
Total	30	282	265	178	4519	4697	154	5839	5993	14	650	664

	Sask.			Alta.			B.C.			(2) Yuk.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Urban	2	398	400	25	1119	1144	50	2425	2475			
Rural	5	17	22	20	72	92	51	350	401			
N.S.	3	14	17	0	0	0	7	75	82			
Total	10	429	439	45	1191	1236	108	2850	2958			23

	(2) N.W.T.		
	Killed	Injured	Total
Urban			
Rural			
N.S.			
Total			15

See footnotes (1) and (2) on page A2.

Pedestrians Killed or Injured in Traffic Collisions by Collision Site – 1990

	(1) Canada			Nfld.			P.E.I.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Non-Intersection (Mid-Block, Including Ramp)	187	3554	3741	0	0	0	7	17	24
Intersection Related	173	7767	7940	0	1	1	0	0	0
Railroad Level Crossing	0	8	8	0	0	0	0	0	0
Bridge/Overpass/Viaduct/Tunnel/Underpass	11	115	126	0	2	2	0	0	0
Other/Unspecified	212	4916	5128	15	246	261	0	10	10
Total	583	16360	16943	15	249	264	7	27	34
	N.S.			N.B.			Que.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Non-Intersection (Mid-Block, Including Ramp)	14	135	149	0	4	4	0	18	18
Intersection Related	6	85	91	0	0	0	49	1925	1974
Railroad Level Crossing	0	0	0	0	0	0	0	2	2
Bridge/Overpass/Viaduct/Tunnel/Underpass	0	68	68	0	5	5	5	17	22
Other/Unspecified	1	0	1	30	273	303	124	2557	2681
Total	21	288	309	30	282	312	178	4519	4697
	Ont.			Man.			Sask.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Non-Intersection (Mid-Block, Including Ramp)	86	1724	1810	4	269	273	0	0	0
Intersection Related	48	3437	3485	9	271	280	0	0	0
Railroad Level Crossing	0	4	4	0	0	0	0	0	0
Bridge/Overpass/Viaduct/Tunnel/Underpass	4	13	17	0	2	2	0	0	0
Other/Unspecified	16	661	677	1	108	109	10	429	439
Total	154	5839	5993	14	650	664	10	429	439
	Alta.			B.C.			(2) Yuk.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Non-Intersection (Mid-Block, Including Ramp)	24	447	471	52	932	984			
Intersection Related	14	513	527	47	1518	1565			
Railroad Level Crossing	0	1	1	0	1	1			
Bridge/Overpass/Viaduct/Tunnel/Underpass	0	0	0	2	8	10			
Other/Unspecified	7	230	237	7	391	398			
Total	45	1191	1236	108	2850	2958			23
	(2) N.W.T.								
	Killed	Injured	Total						
Non-Intersection (Mid-Block, Including Ramp)									
Intersection Related									
Railroad Level Crossing									
Bridge/Overpass/Viaduct/Tunnel/Underpass									
Other/Unspecified									
Total			15						

See footnotes (1) and (2) on page A2.

APPENDIX B

PROVINCIAL/TERRITORIAL CONTACTS

The following individuals provided Transport Canada with provincial/territorial traffic collision statistics for this publication. If additional traffic crash information is required, please write or call the appropriate representative(s) at the address(es) or telephone number(s) listed below.

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